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THE

UNIVERSAL GUIDE

OF

STANDARD ROUTES

AND

ITINERARIES OF TOURIST TRAVEL

ALL OVER THE WORLD

DURRANT THORPE
AUTHOR AND PUBLISHER
332 WASHINGTON ST.
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TO

Maj. J. O. Hutchinson

A TYPICAL AMERICAN GENTLEMAN

AND THE

GREATEST TRAVELER

OF THE AUTHOR'S ACQUAINTANCE

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INTRODUCTION.

IT was a sea captain who said that the greatest monument which the present age would leave to posterity would be the cinder tracks at the bottom of the sea, made by our ocean liners. And who shall say that the anticipation of this modern sea-going prophet will not be realized? International commerce, the spread of education, the ever-growing desire for world travel in our time, each contributes to the enlargement of the submarine monument, and to the provision of safer, far pleasanter, healthier and more luxurious systems of transit over distances than preceding ages had provided for us either on dry land or across the oceans. The "tumultuous ocean" has been compelled; the science of navigation and the art of the engineer have so far advanced that our seamen can now hold mighty ships on unrailed tracks as straight to their destination, and almost as accurately to time, as the "Great Western" or "Pennsylvania" engine-driver can control a "special" on the permanent way of his railroad.

This opening up of the world has produced the "globe-trotter," as well as the man who desires to observe, to learn, to enjoy and not merely to "see." But few men have had time or opportunity to keep themselves informed on the constant changes and extensions of lines of transportation (difficult enough, indeed, to those who make this their special business), and, for guidance of the hitherto busy man who now desires to indulge in the pleasures of extended travel, the author has prepared this little book. A lifetime of practical experience with the greatest tourist agency in the world (Messrs. Thomas Cook & Son) enables him to suggest, in the selection of routes, etc., such needed information as will insure to the traveler confidence in the commencement of his journey and comfort in its course.

This volume is not issued as a guide-book in the strict sense of the word, but as a work which will show the traveler how

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to reach and to journey through the different countries of the world to the best advantage, with brief references to objects of interest in each place. The information has been collected from innumerable reliable sources, including much of the author's own observation and experiences. He has circled the world many times, yet the author does not assume to have been to every place he writes of, and so the traveler will still find good use for his Baedeker, his Murray or his Cook for more detailed description of some of them. The scope of the work is not to call attention to everything important or interesting in every place visited. To undertake this would need a dozen large volumes instead of this small one, and the world traveler, attempting to exhaust the "sights" of every stopping place, would himself be exhausted long before the end of his journey.

The traveler has to take into account the purport of his journey (whether for business, for study or for pleasure), the time at his disposal, the direction of his tastes, and the condition of his health and strength, as well as of his purse, before he can decide on the measure of sightseeing he may allow himself to indulge in. The country guide-books and local informants will assist him.

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EUROPE

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IRELAND.

One Week's Tour, including Queenstown, Cork, the Lakes of Killarney and Dublin.

1st day. **Cork.** Arriving at Queenstown, proceed by
2d " rail or boat to the city of Cork. Make excursion by jaunting car to the Groves of Blarney, for the celebrated Castle and Stone; also visit the Church of St. Anne, and listen to

> "The bells of Shandon,
> That sound so grand on
> The pleasant waters
> Of the River Lee."

3d day. **Glengariff.** Leave Cork by rail for Bantry, thence by ten-mile stage for Glengariff, which is a deep glen on a sea-water lake opening into charming Bantry Bay, and surrounded by mountains of the most fantastic shapes. It would be difficult to find anywhere on earth a more exquisitely beautiful miniature panorama.

4th day. Leave Glengariff by stage, forty miles, for Killarney, by what is known as the **Prince of Wales Route,** which is one of the finest coach rides in Europe.

5th day. **Killarney.** Make excursion through the Gap of Dunloe to Black Valley, thence through the Upper Lake and Long Range, which winds in and out through the loveliest scenery of the district. At the end is the old Weir Bridge, and a stop is made at the " Meeting of the Waters," after which we enter the Middle and Lower Lakes to **" Sweet Innisfallen " Island,** final landing being made at Ross Castle, where carriage is taken back to hotel.

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6th day. Take morning drive through Lord Ardilaun's beautiful demesne to **Muckross Abbey,** and proceed by afternoon train to Dublin.

7th day. **Dublin.** The principal points of interest in this handsome city are Dublin Castle, Trinity College, the Law Courts, Phœnix Park and Glasneven Cemetery. Steamers can be taken, morning or night, for Holyhead, where railway connection is made for Chester and London.

Ten-Day Extension, including the Vale of Ovoca and the Giant's Causeway.

8th day. Leave Dublin by rail for Ovoca, or Wooden Bridge, thence by car for twenty-one miles' drive through the **Vale of Ovoca,** passing Shelton Abbey, Lion's Arch, "Meeting of the Waters," Moore's Cottage, etc., and return by rail to Dublin.

9th day. To **Belfast.** Leave Dublin by rail for Drogheda, and there take coach to the scene of the Battle of the Boyne, Mellifont Abbey and the Hill of Tara, and proceed by rail to Belfast.

10th day. **Giant's Causeway.** Leave Belfast by rail for Portrush, where trolley is taken for the Giant's Causeway; return to Belfast in time to take the night mail boat to the port of Stranraer, in Wigtonshire, Scotland.

Fourteen-Day Extension, including the Antrim Coast and Sligo.

Continuing the preceding tour:

10th day. The **Antrim Coast.** Leave Belfast by rail for Larne, and thence along the Antrim coast for Cushendall by jaunting car.

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11th day. Leave Cushendall by car via **Carrick-a-Rede**, famous for its Swinging Bridge of ropes, for **Giant's Causeway.** This is another of the most delightful drives in Europe.

12th day. Leave Giant's Causeway by trolley for Portrush, which is only a short distance; thence by rail to **Londonderry,** the city of the siege so vigorously pictured in Macaulay's History.

13th day. **Sligo.** Leave Londonderry via Enniskillen for Sligo, the pretty capital of a beautiful region full of tradition, history and hoary memorials of the past.

14th day. Leave by rail for Dublin, where steamer can be taken to Great Britain.

A Three Weeks' Tour in Ireland.

Follow the first itinerary on page 13 till the fifth day at Killarney.

6th day. **Limerick.** Take morning drive through Lord Ardilaun's beautiful estate to **Muckross Abbey,** and proceed by afternoon train to Limerick, where the chief attractions are Castle Connell and Lough Derg.

7th day. **Galway.** Leave Limerick by rail for Galway, where a short stop can be made, proceeding by later train to Clifden.

8th day. **Leenane.** Leave Clifden by car via Pass and Lake of Kylemore, passing Kylemore Castle, the Irish residence of the Duke of Manchester, for the Defile of Killary, where is located the famed Leenane Hotel, in the **Heart of Connemara.**

9th day. Make excursion to Delphi, and on Killary Fjord.

10th day. Visit Cong Abbey and Loughs Nafovey and Corrib.

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11th day. Leave by car for Westport, thence by rail for Mallaranny.

12th day. At **Dugort,** on the wonderful **Island of Achill,**
13th " the most primitive part of Ireland.

14th day. **Sligo,** chief town of county Sligo, and capital of one of the most interesting districts in all Ireland.

15th day. Make excursion to Lough Gill, and to Glencar Waterfall.

16th day. To **Londonderry** by rail.

17th day. Visit the **Giant's Causeway,** county Antrim, via rail to Portrush and thence by tram-car.

18th day. Leave Giant's Causeway by car via **Carrick-a-Rede,** celebrated for its Swinging Rope Bridge, for Cushendall.

19th day. To **Belfast.** Continue from Cushendall by car via Glenarm, to Larne; thence by rail to Belfast.

20th day. To **Dublin.** Leave Belfast by rail for Drogheda, and there take coach to the scene of the **Battle of the Boyne, Mellifont Abbey** and that center of all that was heroic and romantic in Ireland's early history, **"The Hill of Tara."**

> The harp that once through Tara's halls
> The soul of music shed,
> Now hangs as mute on Tara's walls
> As if that soul were fled.— *Moore.*

Proceed by afternoon train to Dublin.

21st day. Leave Dublin by rail for Ovoca, or Wooden Bridge, thence by car for a twenty-one-mile drive through the **Vale of Ovoca,** passing Shelton Abbey, Lion's Arch, "Meeting of the Waters" and Moore's Cottage. Return by rail to Dublin.

22d day. Leave Dublin by steamer for Great Britain.

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SCOTLAND.

A Week in the Land of Burns, the Scotch Lakes and Edinburgh.

Tourists frequently reach Scotland from the north of Ireland via Carlisle, or from the English Lakes; but in either case they first take their way to "The Land of Burns."

1st day. **Ayr,** Burns's birthplace.

> "All ask the cottage of his birth,
> Gaze on the scenes he lov'd and sung,
> And gather feelings not of earth
> His fields and streams among."

The cottage and Burns's Monument are about two miles to the south, and a stone's throw farther, on the road along which Tam o' Shanter took his famous gallop, is the Auld Brig o' Doon, and near by, Alloway's Haunted Kirk, where Auld Nick led the music. The scenery on the banks of the Doon, of which a good view is obtained from the Auld Brig, is very lovely and recalls the oft-sung words:

> "Ye banks and braes o' bonnie Doon,
> How can ye bloom sae fresh and fair?"

2d day. **Glasgow.** The commercial capital of Scotland, full of smoke and business activity. The shipping on the Clyde below the bridges is well worth seeing, and the Cathedral of St. Mungo must be visited.

3d day. Leave Glasgow by rail for Balloch Pier, where steamer is taken for the trip up **Loch Lomond,**

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affording a fine view of Ben Lomond (3,192 feet). At Inversnaid coach is taken to Stronachlacher, where steamer is taken for the trip up beautiful **Loch Katrine,** to the Trossachs. The whole district, as well as Ellen's Isle, is immortalized by Scott in his poem "The Lady of the Lake." The drive through the **Trossachs Valley** to Callander is one of the most beautiful in Scotland. At Callander rail is taken to Stirling.

4th day. **Stirling,** an ancient town on the Forth. Stirling, with its noble castle overlooking the field of Bannockburn, has played a very prominent part in Scottish history, and at the mention of its name the pulse of every true Scotsman is accelerated. Leave by rail for Edinburgh.

5th day. *6th* " **Edinburgh,** the "Northern Athens," and a very beautiful city — the most sightly in the British Islands. Visit Holyrood Palace, the home of Mary Stuart (Queen of Scots), the Castle and Scott's Monument, and all of old Edinburgh that you can make time to see.

7th day. Leave Edinburgh for Melrose (thirty-seven miles), drive to **Abbotsford,** the home of Sir Walter Scott, which abounds in delightful interest; then drive back to Melrose and visit the old Abbey, in which lies buried the heart of Robert the Bruce. Continue the drive to Dryburgh Abbey, where in the most romantic of burial-places are the remains of Sir Walter Scott, the greatest of all the romancers.

A Week in the Highlands of Scotland.

1st day. Leave Edinburgh by rail, over the Forth Bridge, for Dunkeld, where stage is taken for **Braemar.**

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2d day. **Inverness.** Leave Braemar by stage via **Balmoral,** the Highland home of Queen Victoria, for Ballater, where train is taken via Aberdeen for **Inverness,** the capital of the Highlands, familiar to us through scenes in "Macbeth." The fatal field of Culloden is only a few miles distant.

3d day. On the **Caledonian Canal.** Leave Inverness by boat, through the famous Caledonian Canal, for Banavie, thence by a short railroad journey for Fort William. Ben Nevis, the second highest mountain in Great Britain (4,406 feet), can be ascended from Fort William or from Banavie.

4th day. Leave Fort William by boat for Ballachulish, whence a stage excursion can be made to **Glencoe,** the scene of the massacre of the Macdonalds by soldiers of King William, on the 14th of February, 1692. Continue by boat to Oban, the end of the voyage through the canal.

5th day. **Oban,** the chief center of the western High-
6th " lands. The principal excursion from this point is by steamer around the **Isle of Mull,** the Scottish trip *par excellence.* Landings are made at the island of **Staffa** for the celebrated Fingal's Cave, a geological formation similar to that of the Giant's Causeway, and, also like it, extending far out to the sea. On leaving Staffa the steamer's next stop is at **Iona,** the ancient burial-place of Scottish kings, and the earliest home of Christianity in Scotland. The run back to Oban is by the Sound of Mull.

7th day. Return to Glasgow by steamer, through the Crinan Canal, the Kyles of Bute, and up the Clyde, passing historic Dumbarton Castle on the left, shortly before reaching Glasgow.

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ENGLAND.

Ten Days in Rural England, to and from London.

1st day. Assuming that the traveler from the Western Continent is passing to eastern England after first touring Ireland and Scotland, or landing at Liverpool direct from his ocean voyage, he had best proceed the first day to **Durham.** Before leaving Liverpool, however, if he has time he should take a ride out and inspect the immense system of shipping docks (one of the great commercial sights of the world), and visit the Exchange in business hours. Durham Cathedral is the most picturesquely situated of all the great churches of England. On a cliff of considerable elevation above the River Wear, this great Cathedral stands a most imposing sight, and to the lover of ecclesiastical architecture the interior is equally impressive. Framwellgate Bridge commands a fine view. Leave by train for York.

2d day. **York,** the one-time rival of London as a metropolis, and of Canterbury in ecclesiastical authority. York Minster is one of the largest and grandest cathedrals in England, and is the metropolitan church of the North. Many relics of the Roman occupation of York are still to be seen, conspicuous amongst them being the massive city walls. Interesting excursions can be made to Ripon, Fountains Abbey, and to the fashionable spa, Harrogate.

3d day. **Lincoln.** The Cathedral, crowning the hill on which the city is built, is another of the finest

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and most attractive churches in Britain. Thirty-one miles distant is the old town of **Boston,** with its beautiful old parish church, known familiarly as "Boston Stump."

4th day. **Ely,** in Cambridgeshire, another cathedral city which in early days played a heroic part in the history of England. Leave by afternoon train for Cambridge.

5th day. **Cambridge.** Many of the University buildings are fine examples of architecture, and all of them have points of attraction to interest the tourist visitor. Leave by the afternoon train for **London,** where the traveler has ample opportunity to utilize all the time he has at his disposal.

6th day. **Oxford** (two hours from London). Of historical importance centuries before the discovery of America, Oxford still stands as one of the most interesting and important cities of England, and the greatest seat of learning in the world. In the hall of the Divinity School, Cranmer, Latimer and Ridley were tried and condemned to martyr death; within the walls of the city, parliaments have been held and kings kept court, and during the civil war the first Charles for a long time maintained his headquarters. Leave by afternoon train for Stratford-on-Avon, stopping off a train at Woodstock, where is **Blenheim Palace,** the hereditary home of the Dukes of Marlborough.

7th day. **Stratford-on-Avon,** where the day can be charmingly spent amid the scenes of Shakespeare's home and burial-place. His birthplace is on Henley Street, and his body lies in the chancel of Stratford Church, with his good wife near him. To the English race the Church of St. Mary at Stratford is, next to Westminster

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Abbey, the most venerated sepulcher in Great Britain. Shottery, where Anne Hathaway lived before she married Shakespeare, is reached by a footpath through the meadows, much the same as when young William went a-wooing.

8th day. *9th "* **Warwick.** An hour's drive from Stratford will bring the traveler to the ancient town of Warwick. Although nearly destroyed by fire in 1694, fortunately the best portions of St. Mary's Church escaped the flames. **Warwick Castle,** which, according to Scott, is the fairest monument of ancient chivalric splendor that yet remains uninjured by time, stands on a rock overlooking the River Avon. Another drive is to the ruins of **Kenilworth Castle,** where Dudley, Earl of Leicester, entertained Queen Elizabeth. It was the scene of the death of Amy Robsart. Afterwards Cromwell battered it, but even in ivy-covered ruins it still retains much of its stately magnificence.

10th day. **Lichfield,** full of associations with the early lives of Addison, Samuel Johnson and Garrick, possessing also a very beautiful Cathedral, "the queen of English minsters." Leave by afternoon train for **Chester,** the old Roman military city, from whose walls Charles I saw his army defeated on Rowton Heath. The place contains many old houses, and a short distance away is Eaton Hall, the seat of the Duke of Westminster, one of the most elegant of the mansions of England. Another excursion, of about eight miles, can be made to Hawarden, the home of the Great Commoner, William Ewart Gladstone. Chester is only about fifteen miles from Liverpool, from which port it may be assumed that many travelers will return to America.

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Continuation, for a Month's Tour through England and Wales.

11th day. **Llandudno, Carnarvonshire** (one hour by train from Chester), the fashionable Welsh watering place, nestling between two bold limestone headlands called, respectively, the Great and Little Orme.

12th day. **Bettws-y-Coed,** a very pretty and popular resort of artists and tourists in the Welsh mountains, and a convenient center for many beautiful walking trips and drives.

13th day. **Llanberis.** By coach through the Pass of Llanberis, the wildest in North Wales. From Llanberis the ascent of Mount Snowdon (the highest mountain in England and Wales, 3,560 feet) can be made by mountain tramroad.

14th day. **Carnarvon,** an ancient town situated near the southerly end of the Menai Strait, and possessing a remarkable Castle, built in the thirteenth century, one of the handsomest and most extensive mediæval fortresses in Europe. In the Eagle Tower the first Prince of Wales (afterwards King Edward II) is believed to have been born. Half a mile away are the remains of Segontium, a Roman station or city.

15th day. **Dolgelly,** Merionethshire, whence lovely drives
16th " can be made to Torrent Walk, Nannan and the Precipice Walk, Tyn-y-Gross and Pestyll-y-Cain. An ascent can be made of **Cader Idris,** at the foot of which Dolgelly stands. The view from the summit is thought by many tourists to be even finer than that of Snowdon. At Dolgelly, in 1404, Owen Glendower held a parliament and signed a treaty of alliance with Charles VI of France.

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17th day. To **Hereford,** stopping over at **Shrewsbury** to see the Abbey Church and that of St. Mary's, and much more that will repay a short visit to this, the quaintest and most interesting of mid-England towns. Hereford has its great Cathedral, of many architectural styles, begun in 1079 and completed nearly five centuries later. From this pleasant old border city many railroads and highways radiate, and a number of interesting excursions may be made. Among these are to Leominster, Malvern, the Black Mountains, Dinedor Hill, etc.

18th day. Leave Hereford by rail through the celebrated **Wye Valley.** The railway crosses the River Wye several times, affording delightful views. Tintern Abbey, founded by Cistercian monks in 1131, is (for an interesting ruin) in a good state of preservation. Continue the journey by coach or foot to Chepstow, five and a quarter miles. The river scenery is charming, and the top of the well-wooded Wyndcliff commands views remarkable for their beauty. From Chepstow proceed by the Severn Tunnel to Bristol.

19th day. **Bristol.** Spend the morning in this handsome city, the one-time chief port and second city (in population) of England. The traveler should not omit a visit to the Church of St. Mary Radcliffe, the very finest of the parish churches of England. Leave by afternoon boat for Lynmouth.

20th day. **Lynmouth,** one of the most picturesque villages in beautiful Devonshire. Nine miles from the village is Doone Valley, the country of John Ridd and Lorna Doone, unlike, however, the description of it given in the celebrated romance. Drive along the coast road to Ilfracombe, one of the finest drives in southwestern England.

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21st day. **Ilfracombe,** the fashionable North Devon watering place (at the mouth of the Bristol Channel), lovely in itself, and favored with as lovely drives and walks about its vicinity. Leave by local steamer for Clovelly.

22d day. **Clovelly,** paradise of artists, a picturesque fishing village located in a cleft of the cliffs, and romantic-looking to a degree. The place is very old, and is supposed to have been a Roman settlement.

23d day. **Exeter.,** Leave Clovelly by coach for Bide-
24th " ford, eleven miles, via the famous Hobby Drive (the private property of Clovelly Court), which is perhaps the most perfect combination of sea and woodland scenery in England. The traveler is now in the country made famous by Charles Kingsley in " Westward Ho." From Bideford continue by rail to Exeter, the capital of Devonshire. Exeter has figured prominently in England's early history, in the civil wars; and for a short time after his landing at Torbay it was the headquarters of Prince William of Orange. Its Cathedral holds a high rank among the great English churches.

25th day. **Salisbury,** reached through the three great
26th " dairy counties of England,—Somerset, Dorset and Wiltshire,— the land of " Tess." The Cathedral is a splendid example of pure early English architecture, with a notable spire 400 feet in height. The city is familiar to the readers of Dickens, through the connection with it of Martin Chuzzlewit, Mr. Pecksniff and Tom Pinch. Goldsmith's " Vicar of Wakefield " was first issued from the press here. An interesting excursion is to **Stonehenge,** ten miles distant, on Salisbury Plain. Stonehenge is a collection of huge upright stones, the origin or

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purpose of which is unknown, but it is believed to be Druidic — certainly a relic of early English life long antecedent to the recorded, or even the traditional, history of the country.

27th day. The **Isle of Wight.** Travel by train to South-
28th " ampton, and make trip to Netley Abbey, thence by steamer across the Solent to Cowes, Isle of Wight, " the beautiful isle of the sea " which, within small compass, contains the most charming of English scenery. The green turf, white cliffs, and blue sea make a combination rarely met with elsewhere.

Assuming the traveler can only spare one day in this beautiful resort, he had better take the railway around the island, or, if the weather is fine, a trip can be made by small steamer, taking about six hours.

29th day. The **New Forest.** Returning to Southampton, take train to Lyndhurst, in the heart of the New Forest. The Forest, now not by any means " new," was a hunting domain of the early Norman kings of England, and was where William Rufus (William II of England) was shot and killed, perhaps accidentally, by an arrow from the bow of Walter Tyrrel. The principal points of interest can be visited in a drive.

30th day. **Winchester,** a city founded by the Romans, the Anglo-Saxon capital of East Wessex, and later disputing with London the claim to be the capital of England. Winchester is famous for its Cathedral (where Rufus was buried, and probably King Alfred), and its great Collegiate School. Leave Winchester for London.

The traveler has now seen the most attractive places in east and west England, and he can proceed through the very heart of the country to the **English Lakes,** before returning to Liverpool.

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31st day. **Mansfield,** in Nottinghamshire, about four hours' rail from London on the border of Sherwood Forest, once the favorite resort of Robin Hood and his merry men. Now the forest is largely given over to the palatial homes and parks of dukes and other distinguished members of the English aristocracy, and the district is known as the "Dukeries."

> The stately homes of England!
> How beautiful they stand
> Amidst their tall ancestral trees,
> O'er all the pleasant land!
>
> —*Felicia Hemans.*

32d day. The drive through the **Dukeries** includes Welbeck Abbey, the noble seat of the Duke of Portland; Clumber (Duke of Newcastle's); Worksop Manor (until 1840 the Duke of Norfolk's); Thoresby (Earl Manvers); and Newstead Abbey, the home and burial-place of Lord Byron, where "Childe Harold" was written.

33d day. **Matlock,** beautifully situated on the River Derwent, and famous for its mineral waters and hydropathic hotels. Make excursion to Haddon Hall (the property of the Duke of Rutland), an ideal example of old English baronial architecture, whose history is one of peace and hospitality; and whence, early in the reign of Queen Elizabeth, Dorothy Vernon eloped with John Manners, son of an Earl of Rutland of those days, and into whose family the property passed. Chatsworth House, the palatial seat of the Dukes of Devonshire, is also near by. Inspection of this "Palace of the Peak" is generously permitted by its noble owner, in the summer season. It is filled with priceless art treasures, and the garden and grounds around the house are a dream of beauty.

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34th day. The **Peak District.** By rail to **Eyam,** famous for its heroic rector, Mompesson. During the plague of 1665, 260 of its 350 inhabitants were carried off. In the churchyard of Hathersage lie the remains of "Little John," the gigantic and genial lieutenant of Robin Hood. **Castleton** is the center of the Peak District. Perched on a rocky height above the village is the Keep of Peveril's Castle, associated with one of the most interesting of the Waverley novels.

35th day. **Manchester,** the center of the great cotton manufacturing industry of England, and consequently in close touch with the United States, from whose southern states comes the largest proportion of the raw cotton used in this district. As evidence of the magnitude of this trade in England, we may note that the total value of cotton manufactures exported for the year 1905 was nearly a hundred million pounds sterling, equivalent to about five hundred million dollars. From the United States in the same year only a tenth of this amount was exported.

36th day. To **Keswick,** headquarters of the English
37th " Lake District, close to Derwent Water and (an easy walk north of it) Mount Skiddaw, with Bassenthwaite Water at its foot, and surrounded by fine scenery, full of remembrances of Southey, Wordsworth, the Coleridges and Christopher North. From the summit of Castle Hill enchanting views are to be had.

38th day. To **Ambleside,** by stage from Keswick, through the heart of the Lake Country, passing Thirlmere with towering Helvellyn on your left, Grasmere Lake (with the pretty village and its venerable church) and Rydalwater, the home of Wordsworth. Wordsworth's grave is in the churchyard of Grasmere.

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In order to do justice to this charming district many more days should be devoted to its attractions, notably to Coniston (the home of Ruskin), Ulleswater (the most beautiful of the larger lakes) and, above all in impressiveness and beauty, Furness Abbey.

39th day. To **Liverpool.** Leave Ambleside by steamer to Bowness, on beautiful Lake Windermere, on whose banks are many fine estates with park lands reaching to the water's edge. On elevated ground, overlooking the lake at its head, is the cozy little retreat called "Dove's Nest," for a brief space the home of Mrs. Hemans, the American poetess. From Windermere station, on the hill which shelters Bowness, rail is taken for Liverpool.

LONDON.

Under more favorable climatic conditions London would be one of the most beautiful, as it is the most interesting, city in the world. It is the world's center of commerce, finance and enterprise. Take, for example, the subject of this little work,— transportation. Where are all or most of the chief railroad and steamship lines of the world promoted and financed? The answer is, In London.

Apart from its business, and its antiquarian and historical sights, London has other great attractions for the traveler, and these are its literary associations, from Chaucer's Canterbury Pilgrims leaving the "Tabard," in the Borough, to De Quincey's "Stony-hearted Mother," and Dickens's "Pickwick" and "Our Mutual Friend."

Dr. Johnson said, "Let's take a walk down Fleet Street," and the doctor was right. The best way to see London is afoot, for frequently in out-of-the-way streets and up puzzling passage-ways we meet with the most agreeable surprises, and sometimes the consummation

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of a lifetime's desire, in a sight of the birthplace or the burial-ground of a hero of our early childhood reading, or of the favorite author, soldier or man of science of our more mature years.

Of course exploring in London takes time, and the ordinary traveler, who has not more than a week or ten days to devote to this city of many millions, had better select a hotel in a central location, between "the City" and "the West End," and make good use of the splendid system of "buses" and hansom cabs, where underground "tubes" are not available.

It is a curious fact that although metropolitan London has the largest population of any city in the world, the city proper, the old London, has a comparatively small residential population, its buildings being entirely occupied as places of business.

A week should be devoted to seeing London itself. The first object the traveler will wish to see, within the city, will probably be St. Paul's Cathedral; then the Bank of England, the Mint and the Tower of London, all of which, with the interesting places between, can very well be gone over on foot in a single day. The second day can be spent in visiting "The Temple," its Gardens and the Temple Church; the Law Courts, National Gallery, Horse Guards and Whitehall; the Houses of Parliament, Westminster Hall and the Abbey. The third day, St. James's Palace (in time for morning parade of the Guards), Piccadilly, the Royal Academy exhibition at Burlington House; South Kensington Museums, Brompton Cemetery (where beautiful Adelaide Neilson lies buried), the Tate Gallery; and in the afternoon (between 4 and 7, in the season) take a quiet walk along the footway by the south side of the carriage drive from Hyde Park Corner to the Albert Memorial. There one sees the finest moving panorama of rank, wealth and fashion to be found in any city of the world. Fourth day, the British Museum, the Wallace Collection, Regent's Park and the Zoölogical Gardens. Fifth day, London Bridge, and at its Southwark end, the interesting

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old St. Saviour's Church; the famous Borough Road, the pretty suburb of Dulwich, and the Crystal Palace at Sydenham. Sixth day, by river steamer for Hampton Court. Stop off at Kew and visit the magnificent Botanical Gardens. Before reaching Hampton Court, Richmond, Ham, Twickenham and many other beauty spots on the River Thames are passed. At Hampton Court Palace two or three hours can be delightfully spent. Bushey Park, close by, is a pleasant sight at all times — in "chestnut-blossom week" it is entrancing. Return to London by rail. The seventh day, take in the shipping down the Thames, to Greenwich, the Seamen's Hospital, the Royal Observatory, Greenwich Park; and Woolwich Arsenal, a short distance beyond.

Apart from the immediate neighborhood of London, many delightful day-excursions can be made to Windsor, Henley, Oxford, Cambridge, Aldershot (the military camp), Brighton, the Isle of Wight, Warwick, Kenilworth and Stratford-on-Avon, to Salisbury and Stonehenge, to the New Forest, Stoke Poges, Burnham Beeches, the "Constable Country" in Essex and the Dickens Country in Kent. The sojourner in London not only can see the metropolis, but by rapid, well-managed train service, much also of rural England besides, returning to his resting place in London at night. Even Edinburgh, four hundred miles away, can be reached within eight hours.

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FRANCE.

The following three weeks' itinerary through Normandy, Brittany and Touraine, in conjunction with the three weeks' tour through Aquitaine, the Pyrenees to the Riviera, and back through Auvergne to Paris, although scheduled to travel by rail, is an ideal auto route. The highways of France are the finest in the world for motor cars. The many delightful excursions to historical points of interest from the cities and towns mentioned could be included in the charter of a motor car, whereas they would cost additional when engaged from the different cities; to say nothing of the exhilarating pleasure of traveling by this means through such a beautiful country as France.

Three Weeks' Tour in Normandy, Brittany and Touraine.

1st day. **Rouen.** Whether he starts from London or Paris for a tour through France, the traveler should make Rouen his first stopping place. This ancient and interesting city, grandly situated on the Seine, with its hills arranged like a vast amphitheater around it, was a Roman capital under the later emperors, and centuries after, conquering Northmen made it the capital of the duchy of Normandy. Long after the conquest of England the Norman kings still continued to reside in Rouen, making it their seat of government for both countries. The city is rich in mediæval architecture, secular and ecclesiastical, and no finer specimens of the Gothic exist in Europe than the noble Cathedral and the Church of St. Ouen. Jeanne d'Arc, the Maid of Orleans, is supposed to have been burnt at the stake here by the English, in 1431. On the heights overlooking the Seine are the ruins of

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Château Gaillard, well worth a visit for the fine views which may be had of river and city.

2d day. Leave by steamer on the Seine for **Caudebec en Caux,** a charming little fourteenth-century Normandy town. The Notre Dame, begun in 1426, has been called the loveliest church of its type in Normandy. Leave Caudebec by rail for **Havre,** thence by steamer for Trouville.

3d day. **Trouville,** one of the most frequented seaside resorts in France, glories in the best of bathing beaches. Charming drives are to the Châteaux d'Hébertot and Glatigny.

4th day. **Caen,** next to Rouen, is the most attractive town in Normandy. It has many fine examples of church architecture. The Abbaye aux Hommes, as well as the Abbaye aux Dames, was erected by William the Conqueror and Queen Matilda in expiation of the sin they committed in marrying within the forbidden degrees of consanguinity. Charlotte Corday, the heroine of the Revolution, was born here.

5th day. **Mont St. Michel,** about six hours from Caen, is a small village curiously built about the base and sides of an isolated rock, surmounted by an ancient monastery, and on the highest point of all, by the church from which spread the impulse which converted to Christianity the pagan inhabitants of the western portion of the Frankish empire.

6th day. **Dinan** (two hours by rail). An ancient town on the summit of a steep granite hill, 250 feet above the River Rance. The town is picturesque, and from it many delightful excursions can be made, the scenery in the neighborhood being the most charming in all Brittany. The Cathedral of St. Sauveur is a handsome building, peculiar in having its north side of Gothic architecture and its south of Renaissance.

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7th day. **Brest** (six hours by rail), stopping off at Vitre to visit Madame de Sévigné's charming château, "Les Rochers." Brest is the chief naval station of France, although of minor importance as a commercial port. In its dockyards are permanently employed nearly 10,000 workmen. The very name seems to breathe of the sea.

8th day. **Quimpers** (three hours by rail), a charming old Brittany town, and a good place for the purchase of curios.

9th day. **Auray** (three hours by rail). Headquarters
10th " for excursions to the Celtic Megalithic Monuments at Carnac, Locmariquer and Gavrínis.

11th day. **Nantes** (five hours by rail). A handsome town of considerable industrial and commercial importance. The birthplace of the heroic Anne of Brittany, wife successively of Charles VIII and Louis XII; headquarters of the "League," and later of La Vendée revolution between the Royalists (Chouans) and Republicans (Blues).

12th day. **Angers** (hour and a half by rail). An ancient Gallic town which has played an important part in English and French history, being the capital of the Counts of Anjou, and considered at one time the military key of France, as its giant feudal fortress testifies. King Réné still sleeps in his tomb in the Cathedral, being about the only king of France, prior to 1793, who lies where he was interred.

13th day. **Chinon** (one hour by rail). At the famous château the Maid of Orleans was presented to Charles VII, to urge him to march to the relief of Orleans. Chinon was the feudal home of the Plantagenets.

14th day. **Tours** (one hour by rail), the chief town of the
15th " "Garden of France," Touraine, and the ancient
16th " residence of the French kings. Many pleasant

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excursions can be made from Tours, notably to Plessis-les-Tours, where Louis XI died in 1483; Chenonceau, the favorite château of Diana of Poitiers; Amboise, of bloody memory; Loches, with its famous château; Langeais; Azay le Rideau, with its château, a gem of the French Renaissance; and the artists' resort, Montbazon.

17th day. **Blois** (two hours). The magnificent Castle
18th " impresses itself on the town, as it does on French history. It was reduced to ruins by the revolutionists, but was restored by M. Duban. An interesting excursion is to the Château Chambord, which was to the Valois what Versailles was to the Bourbons.

19th day. **Orleans** (one hour from Blois), associated with the names of Jeanne d'Arc, Diana of Poitiers, Agnes Sorel, etc. In a room of what is now the Hotel de Ville, Francis II, the first husband of Mary Queen of Scots, died. From Orleans the traveler can either take the train to **Paris,** in two hours, or can proceed by the following itinerary to the Riviera.

Three Weeks' Tour to and from the Riviera, via Aquitaine, Pyrenees and Auvergne.

1st day. **Poitiers** (five hours from Paris and three hours from Orleans). This ancient town has a long war record, and is chiefly famous for the great battle of Poitiers in 1356 between the French and English, wherein the former lost more than 10,000 men. The Cathedral, begun by Henry II of England, husband of Eleanor of Aquitaine, is well worth a visit.

2d day. **La Rochelle** (four hours from Poitiers). A seaport which has withstood many sieges, but was starved into submission by Cardinal Richelieu. It was the headquarters of the Huguenots,

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Coligny and the Prince of Condé, in the religious wars of Charles IX.

3d day. **Angoulême** (three hours from La Rochelle). Birthplace of Balzac; several times taken and sacked during the wars of the religions. The Cathedral of St. Peter is handsome and interesting.

4th day. **Bordeaux** (three hours from Angoulême). A fine commercial city on the Garonne, of which the harbor is its chief attraction. It was a stronghold of the Girondists during the Revolution, and, for three months in 1870–1871, was the seat of the French government whilst Paris was under siege by the Germans.

5th day. **Arcachon** (one hour from Bordeaux). Seashore resort of the Bordelaise, and famous for its Oyster Parks.

6th day. *7th* " **Biarritz** (four hours from Arcachon). A delightful and fashionable southern watering place, from which a short drive can be made to the Basque town of Bayonne.

8th day. *9th* " **Pau** (four hours from Biarritz). The ancient capital of the kingdom of Bearn, and the home of King Henry IV; a beautiful winter resort from which fine views are obtained of the Pyrenees.

10th day. **Lourdes** (one hour from Pau). A little town with its famous grotto, to which many thousands of Catholic pilgrims flock.

11th day. **Toulouse** (three hours from Lourdes). An important town some centuries before it was occupied by the Romans; capital of the Visigoths after the fall of the Roman empire in 419. It was the scene of several struggles between Catholics and Huguenots, and, in 1814, just outside the town was fought the decisive battle of Toulouse, between Wellington and Soult.

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12th day. **Carcassonne** (two hours from Toulouse). The ideal city of Troubadour Land, and the most perfect specimen of a mediæval French city. Its history is one of siege, capture and recapture, and the view from its ancient towers and walls is unequaled.

13th day. **Arles** (five hours from Carcassonne). The "Rome of Gaul." Here are the ruins of a Roman Amphitheater and a Greek Theater. Just outside the city gates is the beautiful "Alescamp" (avenue of death), where pagan and Christian sleep side by side. Arles is celebrated for the Greek type of beauty of its women.

14th day. **Marseilles** (two hours from Arles). The breezy city of Provence, celebrated for its harbor, of which the chief attraction is the Château d'If, of Monte Cristo fame. From Marseilles it is supposed that the traveler will wish to visit the resorts along the **Riviera,** which include Toulon, Hyères, Grasse, Cannes, Nice, Monaco, Monte Carlo, Mentone and San Remo, all of which have their separate attractions and advantages. **Nice** is the chief city of the Maritime Alps, with a population of nearly 100,000.

15th day. **Avignon** (four hours from Marseilles). Temporary residence of the popes from 1309 to 1377, and the scene of revolutionary excesses. The home and burial-place of Petrarch's Laura; in 1873 John Stuart Mill died and was buried here.

16th day. **Nimes** (one hour from Avignon). A manufacturing city, with well-preserved Roman Amphitheater and Temple; the Maison Carrée is one of the best preserved Roman temples extant. A short distance from the city, spanning the River Gardon, are the mighty remains of an aqueduct more than twenty-five miles long, built by the Romans to convey water to Nimes. Nimes was the home of Alphonse Daudet.

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17th day. **Clermont-Ferrand** (four hours from Nimes).

18th " In the heart of the Auvergne and Puy-de-Dôme Country, from which many delightful mountain trips can be taken, notably to the Puy-de-Dôme (4,805 feet), to the Spring of La Bourboule, and Mount Dore. From Clermont the first Crusade was preached, at the Council in 1095.

19th day. **Vichy** (two hours from Clermont-Ferrand). One of the most popular mineral-spring resorts in France. The exports of the Vichy waters alone amount to seven million bottles annually.

20th day. **Nevers** (two hours from Vichy). Former capital of the old province of Nivernais, and the home of the house of Clèves, the legendary descendants of the Swan Prince of Schwannfield on the Rhine. The view of the Loire from the château is superb.

21st day. **Bourges** (two hours from Nevers). The ancient capital of the province of Berry, and, for a time in the reign of Charles VII, the capital of France. It has one of the five most beautiful cathedrals of France, St. Étienne. The Gothic home of the merchant prince, Jacques Cœur (one of the most picturesque and tragic figures of French history), is now the Palais de Justice, and must be visited. In the Hotel Lallemont King Louis XI was born. To **Paris** (four hours).

PARIS.

Paris, the beautiful capital of *la belle* France, and the point of attraction for wealthy pleasure seekers from all the continents. Thanks to revolutionary fires, but more especially to the energy and artistic taste of Baron Haussmann, Prefect of the Seine under Napoleon III, who acquired (and exercised vigorously) authority to obliterate extensive sections of unsightly and insanitary streets and alleys, and replaced them with broad and straight high-

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ways, handsome boulevards and costly monuments of the architect's skill. The public spirit, perseverance and heedlessness of expense shown in this great undertaking, together with subsequent beautifying work on either side of the Seine, and the bridges crossing it, have made of Paris a city of magnificence unequaled by any other of the capitals of Europe.

In Paris it is easy to find one's way about, especially on the right bank of the Seine. From the Arc de Triomphe the grand Avenue des Champs Élysées terminates in the Place de la Concorde, which adjoins the gardens of the Tuileries and the immense block of the Palais du Louvre. Follow the Rue de Rivoli for a mile farther, and you come to the Place de la Bastille; take the Grand Boulevards to the left, follow them for a couple of miles, and the traveler will find himself at the Madeleine, close again to the Place de la Concorde.

The traveler with limited time at his disposal cannot do better than avail himself of the sightseeing "brakes," which in three days will give him a good general idea of the principal sights, and then he should go over the ground again by himself more leisurely. There are many interesting excursions outside the city, among which are the magnificent Bourbon Palace of Versailles; the porcelain factory at **Sevres;** the old palaces and museums at **St. Germain;** the ancient abbey church of **St. Denis,** where most of the kings of France were buried, from Clovis to Louis XV; the Donjon at **Vincennes,** and the Napoleonic châteaux of **Fontainebleau, Chantilly** and **Compiègne.**

As Paris and its environs, including the Châteaux District of the Loire, largely represent France, a knowledge of French history will greatly enhance the enjoyment of most of the places visited; for, notwithstanding her many destructive revolutions, the French have managed to save a number of relics of bygone days. Ten days or a fortnight is not too much time to spend in Paris and its surroundings. The season commences with the opening of the **Salon of Fine Arts,** May 1, and ends with the **Grand Prix de Paris** (horse-race) at **Longchamps,** about the

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middle of June. The city is then at its best, and it is almost impossible to tear one's self away from it and its fascinating pleasures.

Five Weeks' Tour through Northern France, the Ardennes, Belgium, Holland and the Rhine, to Switzerland.

1st day. **Amiens.** Whether the traveler makes the trip through northern France from London or from Paris, he had better make Amiens his first stopping place. That interesting city possesses one of the finest cathedrals in Europe, the "Parthenon of Gothic architecture."

2d day. **Compiègne,** on the Oise, formerly a favorite country residence of the French monarchs. The Palace and Park are open to the public, and there are beautiful drives and walks in the forests. Jeanne d'Arc, in 1430, was taken prisoner here by the Burgundians. Ten miles from Compiègne is Pierrefond, the mighty stronghold of Louis d'Orleans, brother of Charles VI, and restored by Napoleon III.

3d day. **Rheims,** the royal city of France, where most of the French kings were crowned in the magnificent Cathedral, one of the noblest examples of the early Gothic style. The city is also the center of the champagne industry.

4th day. **Sédan,** the scene of Napoleon III's surrender to the king of Prussia, together with his army of 86,000 men, 10,000 horses, 480 cannon, 70 mitrailleuse and an enormous quantity of military stores. Marshal Turenne was born at Sédan, 1611.

5th day. **Dinant Ardennes,** in the province of Namur, Belgium, on the Meuse, is overhung by a limestone cliff, crowned with a citadel.

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6th day. **Han-sur-Lesse.** Visit the Grottoes.

7th day. **Rochefort** and **St. Hubert.** In the ancient Abbey of St. Hubert is the tomb of the patron saint of sportsmen, the Apostle of the Ardennes.

8th day. Drive to **La Roche** through that Ardennes forest which Shakespeare has peopled with his genius. The home of William de la Marck, the "Wild Boar" of the Ardennes. Rail from La Roche to Namur.

9th day. **Namur.** The city of many sieges, captured by William III of England, in 1695, and where "My Uncle Toby," the inimitable creation of Laurence Sterne, was one of the combatants.

10th day. **Brussels,** the capital of Belgium, a charming
11th " city, full of art galleries, museums, palaces and
12th " parks. The Hotel de Ville is one of the finest municipal buildings in Europe. A few miles' drive from Brussels is the battlefield of Waterloo.

13th day. **Ghent.** A curious old Flemish town, built on twenty-six islands, which in the fifteenth century gave employment to 40,000 woolen weavers and was governed for two hundred years by the great Trade Guilds.

14th day. **Bruges.** A favorite city with the poet Longfellow, who here wrote the "Belfry of Bruges." It was the home of Charles II of England, while in exile. In the Hospital of Notre Dame are some wonderful paintings by Hans Memling. The town is still celebrated for its pretty girls and richly decorated houses.

15th day. **Ostend.** The summer residence of the king of the Belgians and the most popular sea-bathing resort on the German Ocean. The Kursaal, Leopold Park and the celebrated Oyster Parks (vast reservoirs for the storage of English oysters) should be visited.

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16th day. **Antwerp.** One of the quaintest and most interesting of the old commercial cities of the Netherlands. From the summit of the Cathedral tower a vast expanse of country can be seen. Celebrated for its collection of Rubens and Vandyke paintings in the Cathedral and Museum. It is still, after ages of prominence, the chief seat of Belgian commerce.

17th day. **Rotterdam.** The chief commercial city and the second in population in Holland.

18th day. **Delft.** Once busy with the manufacture of the common kind of earthenware known by its name, but now dull and dignified. It was from this port that many of the Pilgrims set out for their new home in America, landing at what is now Plymouth, Massachusetts.

19th day. **The Hague.** Capital of Holland, and one of
20th " the most charming places in Europe. In the Museum is an unrivaled collection of the works of Rembrandt, Paul Potter and others of the great Dutch masters. Make excursion to the Dutch watering place of Scheveningen, two miles away.

21st day. **Leyden.** Celebrated for its University and its wonderful Museums of natural history, antiquities, Japanese art, and numismatics. The collection of East Indian plants in the Botanical Garden is a very fine one.

22d day. **Haarlem.** A considerable city, with a reputation for the manufacture of silk, linen and cotton fabrics, lace and carpets. Was besieged by the Spaniards in 1572, when the citizens made a memorable defense. There is a grand organ in the Cathedral.

23d day. **Amsterdam.** The largest, wealthiest, busiest
24 " and most populous of the cities of Holland. The

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Zoölogical Gardens are among the finest in Europe. An important local industry is diamond cutting. At Mr. Koster's establishment the famous Kohinoor was cut and polished. A very interesting excursion is to the Island of Marken, where the inhabitants still wear the costumes of the old-time Dutchmen.

25th day. **Cologne** (six hours by rail from Amsterdam).
26th " On the Rhine. Originally a colony of Roman veterans, founded by Agrippina, mother of Nero. The Cathedral, recently completed, is probably the most magnificent Gothic church in the world. At the Church of St. Ursula are the bones of the virgin martyrs, massacred here by the Huns on their return from a pilgrimage to Rome. The celebrated perfume, eau de Cologne, is manufactured here.

27th day. **Coblenz.** Leave by steamer on the Rhine, for Coblenz, passing the university city of Bonn, Drachenburg, Rolandseck, Remagen, Rheineck, Hammerstein, Andernach and Neuwied. Coblenz, the capital of Rhenish Prussia, is located at the confluence of the Moselle and the Rhine.

Beetling walls with ivy grown,
Frowning heights of mossy stone;
Turret, with its flaunting flag
Flung from battlemented crag;
Dungeon-keep and fortalice
Looking down a precipice
O'er the darkly glancing wave
By the Lurline-haunted cave;
Robber haunt and maiden bower,
Home of love and crime and power,—
That's the scenery, in fine,
Of the Legends of the Rhine.

— *Bret Harte.*

28th day. Continue up the Rhine, passing Stolzenfels, Lahneck, Marksburg, Boppard, Boon Lofen, St. Goar, Rheinfels, Pfalz, Furstenberg, Rheinstein,

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Bingen to Biebrich, where you disembark for Wiesbaden.

29th day. **Wiesbaden.** Capital of the duchy of Nassau. A fashionable mineral-spring resort, dating back to the Roman empire.

30th day. **Heidelberg** (three hours from Wiesbaden). The university city of Germany, on the Neckar. A chief attraction is the Castle which, destroyed by the French under Louis XIV, and restored later, was finally reduced to its present condition.

31st day. An interesting excursion can be made to the Palatinate cities of Worms and Spires.

32d day. **Baden-Baden** (three hours and a half from Heidelberg). A delightful watering place on the borders of the Black Forest, and one of the greatest fashionable resorts in Europe.

33d day. **Strasburg** (hour and a half from Baden-Baden). The capital of Alsace, was seized by Louis XIV of France during the thirty years' war, and remained French until 1870, when it capitulated to the German emperor after a lengthened siege. It is very strongly fortified. The astronomical clock on the Minster is regarded as one of the mechanical wonders of the world. The numerous storks which build on the chimneys of the city are objects of interest to tourists.

34th day. **Freiburg.** A picturesque town, the environs of which are very lovely. The best point of view is from the Schlossberg. The Minster is well worth visiting.

35th day. Rail through the celebrated Hollen Thal to the Titisee, a lovely small lake in the heart of the **Black Forest,** whence the ascent of the Feldberg is made. Continue by rail to Neuhausen, the **Falls of the Rhine,** Switzerland. (Time, about five hours from Freiburg.)

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GERMANY.

Four Weeks' Tour from Cologne to Switzerland.

1st day. **Cologne,** originally a colony of Roman veterans, was founded by the Emperor Claudius at the request of his wife Agrippina, mother of Nero. The Cathedral is probably the most magnificent Gothic edifice in the world. Its foundation stone was laid in 1248, but construction proceeded slowly, and at the time of the Reformation was wholly suspended. Not until the beginning of the nineteenth century was work on it actively resumed, and on the 15th of October, 1880, its completion was celebrated with great pomp.

2d day. **On the Rhine.** Leave Cologne by steamer, passing Bonn, Drachenfels, Rolandseck, Remagen, Rheineck, Andernach, Neuwied; Coblenz, the capital of Rhenish Prussia; Stolzenfels, Lahneck, Boppard, St. Goar, Rheinfels, Fürstenberg, Bingen to Biebrich, where stage is taken for Wiesbaden.

3d day. **Wiesbaden.** The fashionable German spa and popular health resort, dating back to the Roman empire.

4th day. *5th* " **Heidelberg.** The university city of Germany, on the Neckar, three hours from Wiesbaden. The picturesque castle was destroyed by Louis XIV in 1603. An interesting excursion can be made to the Palatinate cities of Spires and Worms.

6th day. **Frankfort** (two hours from Heidelberg). A handsome city on the Main, whose financial influence is felt the world over.

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7th day. **Eisenach** (four hours from Frankfort). The
8th " Mecca of Lutheran Germany. In the Castle of the Wartburg, Martin Luther studied and suffered. Beautiful drives in the Thuringian Forest, to Liebenstein and Ruhla. The country hereabouts is the scene of Richard Wagner's "Tannhäuser."

9th day. **Gotha** (one hour from Eisenach). A very
10th " interesting old town in the heart of the Thuringian Wald. Drives to Friedrichroda, Reinhardsbrunn, Marienglas-Hohle, Schmalkalden.

11th day. **Weimar** (one hour from Gotha). The literary capital of the grand duchy of Saxe-Weimar. The home of Goethe, Schiller, Herder and the Abbé Franz Liszt.

12th day. **Leipzig** (two hours from Weimar). The grand emporium of the German book trade. Three great fairs are held here yearly. At Leipzig Napoleon was defeated in 1813 by the combined forces of Prussia, Austria and Russia. Nearly 100,000 of the combatants were killed and wounded.

13th day. **Berlin** (three hours from Leipzig). The capi-
14th " tal of the German empire, of the kingdom of
15th " Prussia and of the province of Brandenburg. The principal sight is the Unter-den-Linden, extending from the Royal Palace to the Brandenburg Gate. Here are situated the Embassies, the leading hotels, Palace of the Emperor, the Opera House and Arsenal. Art and industry have done everything for Berlin. Potsdam, where is located Sans-Souci Palace, is the Versailles of North Germany.

16th day. **Dresden** (four hours from Berlin). The
17th " capital of the kingdom of Saxony, the German Florence; celebrated for its picture galleries and

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art collections. If the traveler has the time to spare, a delightful week can be spent amid the romantic scenery of Saxon Switzerland.

18th day. **Prague** (four hours from Dresden). The beautiful capital of Bohemia, on the Elbe, which, from the many relics of the earliest days of its history, remains one of the most characteristic survivals of the middle ages. Josephstadt is one of the oldest Hebrew settlements in Europe.

19th day. **Carlsbad** (four hours from Prague). Here is the celebrated mineral-spring cure for rheumatism, but for those who do not need the treatment the place has few attractions.

20th day. **Beyrout** (five hours from Carlsbad) is best known for its literal performances of the Wagner operas, which occur every two years. The residence and the burial-place of Richard Wagner. Franz Liszt was interred in the Roman Catholic cemetery in 1886.

21st day. **Nuremberg** (three hours from Beyrout). A
22d " quaint old mediæval town, with Gothic castle built on a rock, once inhabited by Frederick Barbarossa. The center of the German toy trade. An interesting excursion can be made to Rothenburg, a particularly interesting and least altered of the " Free " German towns of three hundred years ago. Albert Durer was born here in 1471.

23d day. **Ratisbon,** on the Danube (three hours from Nuremberg), is a very ancient " Free " town, with mediæval houses and a fine Cathedral. A short drive from the town is the Walhalla, built by the late King Lewis of Bavaria as a Temple of Fame, at a cost of three and a half million dollars.

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24th day. **Munich** (two hours from Ratisbon). The
25th " capital of Bavaria. In art treasures it is one of the richest cities of Germany. The chief sights are the old and new Palaces, the Royal Library, the National Museum and the Picture and Sculpture Galleries.

26th day. **Oberammergau** (five hours from Munich). The village where the historic Passion Play is given every tenth year.

27th day. **Linderhof** (nine miles by carriage from Oberammergau). The Schloss, erected and splendidly decorated in the rococo style by King Lewis II of Bavaria, in 1870-1878.

28th day. **Hohenschwangau** (six hours by carriage). Neu-Schwanstein, on a precipitous rock overlooking the profound ravine of the Pollat, is the palace begun by King Lewis II in 1868. It is open to visitors daily in summer.

29th day. **Constance,** on the lake, is reached by carriage to Füssen, rail to Linden, and thence by steamer. Lake Constance, the reservoir of the Rhine, is over forty miles in length and eight in width.

30th day. **Schaffhausen,** by steamer on the Upper Rhine, takes about three hours. Here are the famous Falls of the Rhine, and the visitor will be interested in the old Romanesque Münster, the Cantonal buildings, the Museum and the Unnot Castle.

Four Routes from Munich to Italy.

Perhaps no region of a similar area in Europe is so rich in relics of feudal times as the Tyrol, the great mediæval highway connecting the Netherlands and Italy.

> The splendor falls on castle walls
> And snowy summits old in story.'
> —*Alfred Tennyson.*

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THE DOLOMITES.

1st day. **Innsbruck** (three hours from Munich), the beautiful capital of the Tyrol, situated on both banks of the Inn, surrounded by mountains from 6,000 to 8,000 feet in height. In the Hofkirche — a sixteenth - century Franciscan church — is the marble and bronze monument to the Emperor Maximilian I, considered one of the grandest monuments in the world. The body of the emperor, however, is buried at Wiener-Neustadt.

2d day. Over the Brenner Pass to **Toblach** (six hours by rail from Innsbruck). The Brenner is the oldest of the Alpine passes, and was used by the Romans. The railroad traversing it is one of the grandest engineering triumphs of its kind. From Toblach drive to Cortina (four hours).

3d day. At **Cortina.** Situated in the midst of a green
4th " amphitheater, with huge mountains of fantastic
5th " forms and lovely coloring. To the north are the imposing Tofana (11,033 feet), Pomogagnon (7,729 feet), Cristallo (11,000 feet), Sorapico (11,107 feet), Antelao (10,986 feet). No wonder that, with such a constellation of mountain giants, it is a good center for mountain climbing. Lake Misurina is a favorite resort of Queen Marguerita of Italy.

6th day. **Pieve di Cadore** is seventeen miles by carriage,
7th " crossing the Italian frontier shortly after leaving Cortina. Here was born the famous Titian, generally accepted as the greatest of painters. The whole town is Tiziano. Excursion can be made by carriage to St. Stefano di Comelico, by the Tre Ponti, and through the forest of St. Marco.

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8th day. **Belluno.** Drive of twenty-six miles, passing
9th " through picturesque villages, among them Perarolo and Longarone. Of Perarolo it is said: "When you see it, you will see that you would have regretted it all your life if you had not seen it." Belluno itself is a town of considerable importance, and here one sees, on Sundays and holidays, the picturesque costumes of the people who flock to the town from neighboring villages. The Cathedral was partly destroyed by the earthquake of 1873, but has been restored.

10th day. By rail to **Venice** (three hours).

THE BRENNER.

From Munich to Verona.

1st day. **Innsbruck** (three hours from Munich). The capital of the Tyrol, besides its beautiful situation on the Inn, has many interesting buildings, including the Goldene Dachl; the Hofkirche; the Hofburg, or Imperial Palace; the Capuchin Monastery and the National Museum.

2d day. **Sterzing** (three hours by rail from Innsbruck). An ancient Roman town with picturesque old houses, arcades, balconies and turrets, is best reached by carriage over the Brenner Pass, the lowest of Alpine passes (4,490 feet).

3d day. **Brixen** (two hours from Sterzing). For nine centuries the capital of a Spiritual principality, which was suppressed in 1703, contains churches with ancient frescos and curious old monuments, also several convents and an archbishop's palace.

4th day. **Botzen** (one hour from Brixen). A busy commercial town, charmingly situated, whence **Meran** can be reached in an hour by rail. Meran was the ancient capital of Tyrol and is an interesting place for a short visit, especially on a

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Sunday, when there is usually a large assembly of Tyrolese peasants.

5th day. **Riva** (three hours from Botzen). Beautifully situated on Lake Garda, close to the steep Rocchetta. On the hillsides above the town are the ruins of old castles, which add to the picturesqueness of the vicinity.

6th day. **Verona** (six hours from Riva). Leave Riva by steamer for a five hours' sail down the beautiful Lake Garda to Desenzano, thence by rail in an hour to Verona.

THE STELVIO.

From Munich to Milan.

Pursue the preceding **Brenner Route** to **Meran.**

5th day. **Trafoi,** a small village or hamlet at the foot of the Ortler (12,800 feet), the highest of the Eastern Alps, is reached by rail to Spondinig, thence by carriage, in about five hours from Meran. Trafoi is situated amidst magnificent glacier and mountain scenery, unsurpassed in all the Alpine region.

6th day. **Bormio,** twenty-three miles from Trafoi, over the Stelvio Pass ("the flowing road"), the highest practicable carriage road in Europe and one of the wildest defiles in the Alps. Its summit is 9,175 feet above sea-level. At Bormio there are hot mineral baths, some of them large enough for swimming.

7th day. **Tirano** (about six hours by carriage from Bormio) is a small town with ancient, deserted palaces of Italian nobles who probably feared inundations of the Adda, which is a perpetual menace to the town.

8th day. **Bellagio,** on Lake Como, is reached by rail

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to Colico and thence by steamer. Total time, about five hours. Bellagio is one of the most beautifully located villages on the Italian Lakes.

9th day. **Milan.** Sail down the lake to Como, thence by rail to Milan (time, about four hours).

THE ENGADINE.

From Munich to Milan.

1st day. **Innsbruck** (three hours from Munich). The beautiful capital of the Tyrol.

2d day. **Nauders,** a delightfully situated village, is reached by rail to Landeck, thence by carriage along the Inn (time, about eight hours).

3d day. **Schuls** (four hours by carriage), the capital of the Lower Engadine, is a double town, situated facing noble mountains.

4th day. *5th* " *6th* " **Samâden** (seven hours by carriage), the principal village and the wealthiest in the Upper Engadine. Here resides the great Planta family, which has been a power in the country for nearly a thousand years, as a visit to the graveyard of St. Peter's will testify. Drives or walks can be made to St. Moritz, Albula Pass, Pontresina and Silvaplana, at the foot of the Julier Pass.

7th day. **Tirano** (eight hours by carriage over the Bernina Pass; 7,658 feet). A route replete with interest to the geologist and botanist, passing several lakes where good fishing can be had. A stop can be made at Poschiavo, the principal place in the valley.

8th day. **Bellagio,** beautifully situated on the fork of Lake Como, is reached in about five hours, by rail to Colico, and thence steamer.

9th day. **Milan** is reached in about four hours, by steamer to Como, then rail.

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AUSTRIA-HUNGARY.

Three Weeks' Tour from Dresden to Munich, including the Salzkammergut District.

Austria is generally entered by travelers from the north, in continuation of the tour through Germany, but of course can be equally as well approached from the west or south, and the following order of travel be reversed.

1st day. **Prague** (four hours from Dresden), the beauti-
2d " ful capital of Bohemia, remains one of the most characteristic cities of the middle ages. In the Alfstadt, or old town, are the Rathaus, the Clementinum and University Library, the Rudolphinum, the Museum of Industrial Art, the Crusaders' Church and the Clam-Gallas Palace. In the Neustadt, or new town, are the Bohemian Museum and many fine buildings, parks and squares, backed by Hradschin Castle Hill, crowned with the Imperial Palace. The Josephstad, or Jews' quarter, is one of the oldest Hebrew settlements in Europe.

3d day. **Vienna** (seven hours from Prague), the hand-
4th " some capital of the Austro-Hungarian mon-
5th " archy, on the River Danube, the home of Haydn,
6th " Mozart and Beethoven. The Ring-Strasse is one of the finest streets in Europe. Palaces, parks and gardens abound, one of the finest of the public parks, known as the Prater, covering 4,270 acres. The environs are charming, and include Schönbrunn, the Brühl, Laxenburg, Baden, etc. In the neighborhood of Döbling is Beethoven's Walk.

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7th day. **Gmünden** (six hours from Vienna), the capital of the Salzkammergut, a favorite watering place at the foot of Lake Traunsee.

8th day. *9th* " *10th* " **Ischl,** the most fashionable watering place in Austria and one of the brightest gems of the Austrian Alps, is reached preferably by boat up Lake Traun to Ebensee, thence by rail along the river valley (time, about two hours). Ischl is beautifully situated on a peninsula formed by the Traun and the Ischl, and is surrounded by wood-clad mountains and romantic glens. No words can convey a picture of the magnificence with which prodigal nature has endowed this lovely spot.

11th day. **St. Wolfgang** (one hour by rail). Ascend the Schafberg (5,840 feet) by mountain railroad. The view from the summit is remarkably fine, and deservedly celebrated as one of the most picturesque panoramas in Austria.

12th day. **Hallstatt** (twelve miles by rail), on the side of a mountain which rises abruptly from the edge of the lake, the houses being built one above another like swallows' nests against a wall. Owing to its position, Hallstatt does not see the sun from the middle of November to the beginning of February.

13th day. Drive to **Gosau,** where to the south are seen the barren pinnacles of the Donnerkögel tower, between six and seven thousand feet. From Gosau an excursion on foot can be made to the beautiful Vordere Gosau-See, a small lake that is hardly to be surpassed for grandeur of the scenery around it.

14th day. *15th* " Drive over the Gschütt Pass to **Golling,** passing en route the Aubach Fall, which descends 230 feet in three stages. At Golling the famous Schwarzbach Fall gushes through an aperture

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in the rock over a cliff 200 feet high, in two vast leaps. Another excursion is to the Salzach-Oefen to the south of Golling, picturesque ravines worth a visit; and the Pass of Lueg, which is a grand and romantic defile of the Salzach, six miles in length, protected at its entrance by two small forts. This pass is frequently mentioned in the records of the Napoleonic wars.

16th day. Leave Golling by carriage, through the Sal-
17th " zach Valley to Berchtesgaden (a small Bavarian town), whose special attractions are its brine baths and salt mines, and the picturesque mountain lakes in its vicinity. A beautiful drive can be made to the **Konigs-See,** the undisputed king among the lakes of the Eastern Alps.

18th day. Drive twenty miles to Reichenhall, through the **Valley of Ramsau,** an artist's Eldorado, passing the mighty Watzmann (8,700 feet) and Hochkalter (between 8,000 and 9,000 feet). From Reichenhall the rail is taken to Salzburg.

19th day. **Salzburg,** beautifully situated on the River
20th " Salzach, protected by a semicircle of lofty mountains. The city is full of attractions, the chief of which are the Cathedral, in white marble, in imitation of St. Peter's at Rome; the birthplace of Mozart, and the Mozart Museum; the Franz-Joseph Park, and the Kurgarten. Three miles to the south of Salzburg is the imperial château of Heilbrunn.

21st day. **Munich** (three hours from Salzburg), justly termed the city of palaces. Its elegant architecture, fine libraries and splendid collections of art work render it one of the most delightful places for residence in Europe. En route from Salzburg to Munich, stop off at Prien to visit the magnificent Schloss Herrenchiemsee, built by Ludwig II, King of Bavaria, after the model of Versailles, but not completed.

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A Two Weeks' Tour, including the Carpathians.

1st day. **Presburg.** Leave Vienna by steamer on the Danube for Presburg (three hours), the ancient capital of Hungary, and the scene of the coronation of the Hapsburg kings. From the plateau of the Schlossberg, on which are the ruins of the Royal Palace, a superb view is obtained of the winding Danube, the vine-clad slopes of the mountains, and the city 275 feet below. The Rathaus and the Cathedral of St. Martin should be visited.

2d day. *3d* " **Csorba Lake.** Leave Presburg by the delightful Vag Valley Railroad, through the most beautiful scenery in Hungary. The lake is 4,433 feet above sea-level. The view of the Tátra mountains from the lake is grand.

4th day. *5th* " Drive to **Tátra Fured** (Schmecks, two hours from Csorba Lake), the most beautiful and most celebrated of Hungarian watering places.

6th day. *7th* " Drive to **Poprad,** and visit the beautiful lake and the **Dobschau Ice Caverns,** one of the marvels of the Carpathians.

8th day. Drive to Dobschau village, and thence by train to **Rosenau.**

9th day. By train to Kaschau, stopping en route to visit the **Cave of Aggtelek,** one of the most remarkable stalactite caves in Europe.

10th day. **Kaschau,** an ancient and interesting little town, picturesquely situated on the right bank of the Hernád.

11th day. *12th* " **Budapest** (five hours from Kaschau). The delightful metropolis of Hungary is not surpassed in location by any of the capital cities of Europe. The former towns of Pest, Ofen, Alt-

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Ofen, and Steinbruck are now united as a single city, cleft only by the majestic waterway of the Danube. On the right bank of the stream, crowning the summit of a hill, is the old Fortress, with the large and imposing Royal Palace. Near the old town of Budá, at the base of the Blocksberg, rise famous mineral springs, among which is the well-known Hunyadi-Janos. On the Danube is Margaret Island, converted, at an enormous cost by the Archduke Joseph, into a delightful park with an elegant bath house.

13th day. Leave Budapest by steamer on the Danube, for Vienna.

14th day. Arrive **Vienna** (eighteen hours by steamer).

The Danube, from Vienna to Constantinople.

1st day. To **Budapest** (twelve hours by steamer from Vienna). A few miles below Vienna the steamer passes the island of Lobau, where in 1809 Napoleon and his army of 150,000 men were locked up for five days. It was a bad box, but the great captain was equal to the emergency, and throwing bridges across both arms of the river, finally defeated the Austrians at Wagram. The river passes ruined castles and mediæval towns, some of them historically interesting, especially the curious old town of Presburg. Nearing Budapest, its grim Fortress looms up from a lofty height, dark and forbidding, but soon skirting Margaret Island and passing under the obtuse angle Margareten-Brucke, Pest and Ofen are disclosed, with their palatial buildings on either side the noble river, a beautiful and impressive sight.

2d day. **Belgrade** (twelve hours by steamer from Budapest). From Budapest to Belgrade the

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river winds through vast Hungarian plains, where all is flat and dreary. Belgrade, the capital of Servia, stands on a high promontory overlooking the Danube, and bounded on its west side by the River Save, which here joins the Danube after serving for a considerable distance as a boundary between Hungary and Servia.

3d day. **Turn-Severin** (thirteen hours by steamer from Belgrade). At Nicopolis are the remains of fortifications thrown up by the Russians, in the war of 1877–78. Plevna is directly south of Nicopolis, some twenty-four miles. At Kazan Pass the river scenery becomes grand. The shores grow more rocky, the river narrower and more confined, until at length the Danube enters a defile only 180 yards wide. Precipitous mountains shoot abruptly from the water's edge to a height of 2,000 feet. Eighteen hundred years ago the Roman Emperor Trajan hewed out a military road along the Danube, and where the cliffs rise so precipitously from the water, suspension bridges are believed to have been constructed. Holes for the supporting beams are still visible, and the traveler can still see the inscription which Trajan ordered to be cut in the rock to commemorate his successful war with the Dacians: "He opened a way across the vanquished river and mountain." Near Turn-Severin have been seen, at low water, sixteen of the twenty stone piers which had sustained the wooden trusses of a more substantial bridge which Trajan's architect Apollodorus built across the Danube.

4th day. **Bucharest** (twelve hours by rail from Turn-
5th " Severin), the capital of the kingdom of Roumania, with a population of close on 300,000 and the residence of the Roumanian princes. With

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suburbs somewhat oriental in appearance, the city has many new buildings, and these give it something of a modern look; but neither successful industry nor general progressiveness is conspicuous in this Balkan city.

6th day. **Varna** (twelve hours by rail from Bucharest), the chief seaport of Bulgaria, on the Black Sea. In the vicinity of Varna is the summer residence of the prince of Bulgaria.

7th day. Arrive **Constantinople** (fourteen hours by steamer from Varna).

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SWITZERLAND.

From the Black Forest (Germany) through Switzerland to France and Italy.

1st day. **Lake Constance** and **Schaffhausen.** Whether the traveler comes from Munich or the Rhine, it is best he should ~~stop at~~ pass Schaffhausen and see the picturesque **Falls of the Rhine.**

2d day. **Zürich** (hour and a half from Schaffhausen). A handsome city on the banks of Lake Zürich, with the snow-clad Alps as a background. The adjoining hills are bright with villages, orchards and vineyards.

3d day. Leave Zürich by rail for Zug; steamer on the lake for Arth; rail up the **Rigi.** (Time from Zürich, four hours.) At the Kulm, the summit of Rigi, the night can be spent, so that sunset and sunrise effects on the Alps may be seen.

4th day. **Lucerne.** Leave the Rigi Kulm by rail for
5th " Vitznau, thence by steamer for Lucerne (two
6th " hours from the Rigi). The chief attraction here is, of course, the **Lake of the Four Cantons,** the finest and most picturesque in Switzerland.

7th day. Leave Lucerne by steamer for **Alpnach** (at the foot of Mount Pilatus, 6,995 feet), from which place the ascent of the mountain can be made by rail. Thence by the superb Brunig Pass to **Meiringen.**

8th day. Leave Meiringen by carriage via the Great
9th " Scheidegg, for **Grindelwald** (eight hours), celebrated for its two glaciers.

10th day. Leave Grindelwald by the Wengern Alp Rail-

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way for **Lauterbrunnen** (six hours), passing some of the finest scenery in the Bernese Oberland. The electric railway up the **Jungfrau** can be taken at Scheidegg station.

11th day. *12th* " **Lauterbrunnen,** whose name signifies nothing but " clear springs," the finest of which is the renowned Staubbach Falls (1,000 feet), whose praises are sung by poets of all nations. An excursion should be made to the charming little village of **Murren,** and to the **Trummelbach** waterfall, fed by the snows of the Jungfrau.

13th day. **Interlaken.** Between the lakes in the heart of the Bernese Oberland, with fine views of the Jungfrau.

14th day. **Berne** (two hours from Interlaken by lake and rail). The capital of Switzerland. The town is an old one, but has adapted itself to modern times. Besides the buildings of the federal government, there is a fine Gothic Cathedral, founded in 1421 and but recently finished. At every turn the visitor is reminded of past ages.

15th day. **Fribourg** (one hour from Berne). The organ in the collegiate church of St. Nicolas is one of the finest in the world. The Great Suspension Bridge, crossing the Sarine at a height of 170 feet, is a magnificent piece of work. Another Suspension Bridge, higher up the Sarine Valley, crosses the romantic Gorge of the Gotteron. Facing the City Hall is the trunk of an old lime tree, twenty feet in circumference.

16th day. *17th* " **Lausanne** (one hour from Fribourg), on the terraced slopes of Mont Jorat, and a town in which there is much to be seen. Trips can be made to Ouchy, Vevay, Montreux, Territet and Chillon, all situated on the northeastern corner of the Lake of Geneva.

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18th day. **Geneva** (three hours and a half by boat from Ouchy). A handsome town, situated where the Rhone issues from the lake. The birthplace of Jean Jacques Rousseau, and for nearly thirty years the home of Calvin, who died here in 1564.

19th day. **Chamonix** (three hours and a half from
20th " Geneva). The nearest village to **Mont Blanc,** monarch of the Western Alps (15,782 feet). Chamonix is a favorite resort for mountain climbers.

21st day. **Martigny** (six hours by carriage from Chamonix, via the Tête-Noire Pass, 6,600 feet, or the Col de Balme). From Martigny those desiring to return to Paris had best do so from this station, reaching Paris in twelve hours. Martigny is a good starting point for the Great St. Bernard to Aosta.

22d day. **Zermatt** (five hours from Martigny) is the
23d " center of marvelous excursions. The view of the **Matterhorn** from the Gornergrat is considered the finest Alpine view in Switzerland.

24th day. Leave Zermatt for **Brieg;** thence through the **Simplon Tunnel,** the latest feat of railroad engineering in Switzerland, to **Pallanza,** on Lago Maggiore. Total time, about seven hours.

25th day. Leave Pallanza, across the lake to Luino,
26th " thence by rail to Ponte Tresa; steamer to **Lugano,** the largest town in the canton of Ticino, from which numerous excursions can be made, notably to Monte San Salvatore and Monte Generoso.

27th day. Leave Lugano by steamer for Porlezza; thence
28th " by rail for Menaggio on the Lago di Como; steamer for **Bellagio,** charmingly situated at the fork of the lake.

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29th day. Leave by steamer down the lake for **Como.** Lake Como is considered the most beautiful of the Italian lakes.

30th day. To **Milan,** in one hour.

Three Weeks' Alpine Tour from Lucerne to Geneva.

1st day. **Lucerne.** Whether we approach Switzerland from France, Germany or even Italy, Lucerne is the best point to start from, on account of the graduating steps of beauty in the scenery through which we pass from the beautiful to the grand. In coming from Italy, it is best to take the St. Gothard Railway to Airolo, drive over the pass to Goeschenen, and proceed by rail to Lucerne. Leave Lucerne by steamer on the lake for Vitznau, whence rail is taken up the **Rigi,** and there spend the night in order to see the sunrise in the Alps.

2d day. **Furka Pass.** Descend the Rigi for Arth-Goldau, and leave by train for Goeschenen; thence drive over the Furka Pass (7,993 feet) to the Rhone Glacier (five hours from Goeschenen).

3d day. **Grimsel Pass.** Drive over the Grimsel Pass (7,103 feet) to **Meiringen** (five hours and a half from Rhone Glacier); Reichenbach Falls.

4th day. **Grindelwald,** about nine hours by horseback from Meiringen, via the Rosenlaui Falls, Glacier and Baths, and the Great Scheidegg.

5th day. The **Jungfrau.** Leave Grindelwald by mountain railroad via Scheidegg, to Eismeer and the Jungfrau, the most wonderful mountain railroad in the world. There is sleeping accommodation at Eismeer, if the traveler wishes to stop over night. Return to Lauterbrunnen.

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6th day. **Lauterbrunnen,** celebrated for the Staubbach Falls. A short distance by cable railway is the pretty little village of Mürren, situated on a terrace high above the Lauterbrunnen Valley, and having commanding views of many great peaks, including the Matterhorn.

7th day. *8th* " **Interlaken** (one hour by rail from Lauterbrunnen). In the heart of the Bernese Oberland, commanding a fine view of the **Jungfrau.**

9th day. **Kandersteg** (four hours from Interlaken). Leave Interlaken by steamer for Spietz, on the Lake of Thun; thence by rail for Frutigen and carriage for Kandersteg.

10th day. **Gemmi Pass.** By horse or mule over the Gemmi Pass (7,553 feet), one of the grandest of the Alpine passes, to Leukerbad, where good hot baths are obtained (time, five hours and a half).

11th day. *12th* " **Zermatt.** Leave Leukerbad by stage for Leuk; thence rail for Zermatt. A wonderful excursion is by mountain railroad to the **Gornergrat** (9,967 feet), the center of the finest mountain scenery in Switzerland, including the **Matterhorn** and the peaks of **Monte Rosa.**

13th day. **Martigny.** Leave Zermatt by rail for Martigny (four hours).

14th day. *15th* " *16th* " **Chamonix.** Leave Martigny by carriage or horse via the Tête-Noire Pass, or Col de Balme, for Chamonix (time about six hours). The ascent of **Mont Blanc,** monarch of the Western Alps (15,782 feet), with a stupendous mantle of perpetual snow, is made from here and occupies four or five days. It is also possible to make a tour around the mountain by automobile.

17th day. *18th* " **Geneva** (three hours and a half from Chamonix). A handsome town, commanding a

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fine view of the lake with Mont Blanc in the distance. The home of John Calvin and the birthplace of Jean Jacques Rousseau. A tour around the lake by steamboat can be made in a day, including Ouchy, Vevay, Territet, Chillon, etc.

From the Falls of the Rhine to the Italian Lakes, via the Engadine.

1st day. **Zürich** (hour and a half from Schaffhausen). First a Celtic settlement, then a Roman colony and finally a Teutonic town, the Zürichians have always been a liberty-loving people and their city has been for centuries a refuge for the politically oppressed of all nations. Here in 1535, Miles Coverdale printed the first complete English version of the Bible, and to this day Zürich has continued to retain a high place among the cultured, industrious and most prosperous cities of Europe. It is a handsome city, and the visitor will find in it much to interest him.

2d day. **Coire.** Leave Zürich by steamer for Rappersweil. The lake, without pretension to magnificent scenery, has other charms which the traveler will enjoy — life and rich cultivation on its shores. From Rappersweil by rail to Coire, the chief city of the canton of the Grisons (five hours from Zürich).

3d day. **St. Moritz** (four hours by rail from Coire).
4th " Celebrated for its baths and mineral waters, which during the summer months attract more than 50,000 visitors. Interesting excursions can be made to Samâden and Pontresina, and especially to the Morteratsch Glacier, a frozen

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cataract which with its tributary, the Pers Glacier, extends for six miles from its sources.

5th day. **Maloja** (two hours' drive from St. Moritz).
6th " Maloja (5,960 feet) is a village situated at the summit of the pass of that name, and is a place whence many delightful excursions and easy glacier expeditions can be made. The route to Colico via the Bernina Pass has been given in the route from Munich.

7th day. **Bellagio,** on Lake Como, is reached in seven hours' time by carriage through the beautiful Val Bregaglia to Chiavenna, amidst chestnut trees, rhododendrons and luxuriant flora. From Chiavenna by rail to Colico, then steamer to Bellagio.

8th day. **Milan.** By steamer from Bellagio to Como; thence by rail to Milan.

From Milan to Lucerne, via the Splügen Pass.

1st day. **Bellagio** (three hours from Milan) is reached by rail to Como, thence by steamer. The magnificent park and gardens of the Villa Serbelloni form one of the greatest attractions of this beautiful village, and the finest views on the lake are to be obtained from here.

2d day. **Chiavenna** (three hours and a half from Bellagio) is reached by steamer to Colico, thence by rail. An ancient town at the junction of the Splügen and Maloja roads, a capital resting place, charming locale and celebrated for its beer.

3d day. **Splügen** (eight hours from Chiavenna). Leave Chiavenna by carriage for the ascent of the Splügen Pass. First we pass through the fertile Liro Valley of beautiful vineyards, stately

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olive groves and golden cornfields, and gradually ascend to the region of firs and pines, of overhanging precipices and romantic waterfalls, of frowning rocks and yawning chasms, until the summit is reached (6,945 feet); then the descent is made to the village of Splügen, the chief place of the Rheinwald, at the point of separation of the roads to the two Alpine passes of the Splügen and San Bernardino.

4th day. **Thusis** (three hours from Splügen). The great attraction of this drive is the Via Mala, a remarkable fissure three or four miles long and a few feet wide, with precipices of 1,500 feet—one of the most celebrated defiles of Switzerland. The view looking towards Thusis is probably one of the finest in all the Alpine passes.

5th day. **Zürich** (five hours from Thusis). The city of Zürich was in the van of the Reformation, and English Protestants, banished under Queen Mary, found a sure asylum here. The first complete English version of the Bible was printed at Zürich.

6th day. **Rigi Kulm.** Leave Zürich by rail for Zug, where steamer is taken to Arth-Goldau, the scene in 1806 of a landslip which swallowed up four villages. Here rail is taken to the Rigi Kulm, 5,906 feet high, where the view of the panorama of the Alps is indescribably magnificent. The night is generally spent on the Rigi, in order to see the sun rise.

7th day. Leave Rigi Kulm by mountain rail for Vitznau, where steamer is taken for **Lucerne.**

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SCANDINAVIA.

Six Weeks' Tour through Denmark, Sweden and Norway.

1st day. **Hamburg** to Copenhagen, via Kiel and Korsoer (ten hours).

2d day. **Copenhagen,** the capital of Denmark, with its
3d " four Royal Palaces, Picture Gallery, Thorwald-
4th " sen Museum and Mausoleum, Church of our Lady, Rosenborg Castle, etc. Excursion to Elsinore, the home of Hamlet.

5th day. **Christiania** (twenty-four hours by boat or
6th " fifteen hours by train). The capital of Norway,
7th " now a separate and independent kingdom after having been united with Sweden for ninety-one years (1814–1905). The chief places and objects of interest are the Royal Palace, the University buildings, the Viking Ship, the Parliament House, St. Hanshaugen, Mount Holmenskollen and Oscarshall. The last named, a pleasure château of the king, is worth visiting, if only for the charming view to be obtained from the summit of its polygon tower.

8th day. **Dalen.** Leave Christiania by train for Skien, thence by steamer on the Loveid Canal, through Lakes Nordsjo, Flaavand and Bandak. The route is one of surpassing beauty, exceeding that of the famous Göta Canal in grandeur of scenery.

9th day. **Haukeli.** Drive through the Tokedjuv, skirting Lake Borrevand to Haukeli, on the summit of the **Telemarken.**

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10th day. **Roldal.** Drive from Haukeli to Roldal across Mount Haukeli.

11th day. **Næs.** Drive through the famous **Bratlandsdal** to Næs, one of the most wonderful roads in Norway. It is advisable to walk the last mile of the journey, to better appreciate the scenery.

12th day. **Suledal Lake.** Excursion to Osen on Suledal Lake, one of the most beautiful sheets of water in Norway.

Tourists from England can leave either from Newcastle or Hull — by steamer to Stavanger in about twenty-four hours from Newcastle and thirty hours from Hull; thence by steamer to Sand in about five hours and a half, and carriole to Osen, on Suledal Lake, in an hour and a half.

13th day. Return from Næs by the Bratlandsdal to Haukeli.

14th day. **Odda.** Drive across Mount Roldal through the famous Gorge of Seljestad, passing en route the Grand Espelandsfos, Laatefos and Skarsfos.

15th day. **Vossevangen.** Leave Odda by steamer through the Sörfjord, a branch of the Hardanger Fjord on which the scenery is very fine, to Eide; then drive past the Skjœrvenfos to the charming village of Vossevangen (or Voss). This place is very delightfully situated.

16th day. Leave Voss by the wonderful mountain railroad for Bergen, a distance of about sixty-seven miles. In some places the railway runs along an embankment on the water's edge, built of solid masonry; in other places the track rests on a ledge cut out of the face of the precipice which rises like a wall out of the fjord.

17th day. **Bergen.** The second city of Norway in population and commerce. The site of Bergen forms

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a crescent around a magnificent bay, environed by mountains rising to over 2,000 feet. The fish business is a leading industry of Bergen, and the fish-market is one of the principal sights of the city. An interesting excursion is to the Stavekirke at Fantoft, and to Os, a favorite pleasure resort commanding magnificent views of the snow-covered ranges of the Hardanger Mountains.

18th day. Leave Bergen by tourist steamer for Trondheim, entering the principal fjords en route. The steamer leaves weekly during the summer season, generally Saturday, and connects at Trondheim with the North Cape steamers.

19th day. On the **Sogne Fjord,** the steamer proceeding as far as Gudvangen (at the entrance of the Nærodal), overshadowed by huge mountains, so that in winter the sun's rays never reach it. The Nærofjord on which Gudvangen is located is the grandest of all the ramifications of the Sogne Fjord, and is only about half a mile wide.

20th day. On the **Nordfjord,** to Visnæs. Drive to Mindre Sunde, and take steamer across Lake Stryn to Hjelle. Drive through the Via Valley to Grotli, where the night is spent at the Tourist Chalet, at the summit of the Grotli Pass.

21st day. **Geiranger Fjord.** Drive from Grotli across the pass to Merok, on the wonderful Geiranger Fjord. Flanked by mountains 5,000 feet high, Geiranger is the grandest of the Norwegian fjords. Rejoin the steamer from Bergen, which leaves Merok in the afternoon.

22d day. On the **Romsdals Fjord,** landing at Næs, and drive along the Rauma River, commanding fine views of the mountains, among which the **Romsdalshorn** (5,965 feet) stands out like the Matterhorn.

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23d day. **Trondheim.** This city was founded by Olaf Trygvesson, the first Christian king of Norway, in 996, and is the largest city in as high a latitude as 63° 25′, having about 40,000 inhabitants. The great Cathedral, where kings of Norway must be crowned, at the time of its completion, A.D. 1300, stood amongst the foremost of the cathedrals of Europe. Comparatively little of the original building now remains. Disastrous fires and less stately restoration had obliterated most of its early magnificence; but the regrowth of true patriotism in the Norwegian people during the last generation has been fruitful in good fortune for their ancient church. Careful, artistic restoration, after ages of neglect and ruin, is justifying its claim still to be the noblest, as it has always been the most venerated, of the churches of Protestant Norway. At Trondheim the traveler changes steamers and continues the sea trip to the North Cape.

24th day. **Svartisen.** An enormous field of snow and ice, covering a plateau thirty-five miles in length and ten miles wide. This is the only glacier in Europe which extends its arms down to the sea.

25th day. **Tromsoe.** The final starting point for exploring expeditions to the polar regions, and headquarters of the arctic whalers, and seal and walrus hunters. The Museum contains interesting collections of objects contributed by arctic explorers.

26th day. **Hammerfest** and the **North Cape.** Hammerfest is the northernmost town in the world, 70° 40′ north latitude (the same as Point Barrow, the northern extremity of Alaska), and has a population of 2,100. The country around is very bleak and the hills without vegetation.

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Here the sun remains above the horizon from the 13th of May to the 29th of July, and disappears entirely from the 20th of November to the 21st of January. Notwithstanding the long absence of direct sunlight, the temperature in midwinter is so mild along the coast and up the longest fjords that the waters never freeze, and sea-fishing is carried on all winter in the Hammerfest region.

26th day. The steamer passing the island of Hjelmso, the home of myriads of sea-fowl, arrives in the evening at the **North Cape** (969 feet), 71° 11′ N., 26° 39′ E., the goal of the voyage. The view of the cape, rising wedgelike out of the Arctic Sea, is most striking. On the summit is an Obelisk, erected to commemorate a visit of King Oscar II in 1873.

27th day. Leave the North Cape in the morning, reaching **Lyngenfjord** in the afternoon, where there is generally an encampment of Lapps with their herd of reindeer, forming a striking contrast to their brother nomads of the Sahara.

28th day. Pass the **Lofoten Islands.**

29th day. Stop at the island of Torget, associated with several Norse legends. Here is the famous **Torghattan,** a gigantic cave, or tunnel, 540 feet in length.

30th day. **Trondheim,** from which point Christiania can be reached by rail in eighteen hours and Stockholm in twenty-six hours. Leave by train for **Ostersund** (ten hours), a popular Swedish summer resort, and a pleasant place in which to break the journey.

31st day. **Stockholm,** the capital of Sweden, reached by
32d " train in ten hours from Ostersund, is called the
33d " Venice of the North, and surely it is one of

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the most beautiful cities of Europe, with its Royal Palace, Riddarholms-Kyrka, the resting place of Sweden's kings and heroes. Excursion to Upsala, the famous university town, and to the old and very interesting town of Visby, on the island of Gotland.

34th day. **Göta Canal.** Leave Stockholm by steamer for a three days' trip through the famous Göta Canal to Gothenburg. The total length of this wonderful waterway is 240 miles, of which distance the greater part is natural waterway, and the rest of it canal, 56 miles. Shortly after leaving Stockholm **Lake Mälar** is entered. This is the third largest of the Great Lakes of Sweden, but the first in beauty. Its shores are studded with palaces and splendid villas.

35th day. **Lake Vettern** is entered, with water transparently clear, and the pretty villages on its borders framed in dense masses of vari-tinted foliage.

36th day. **Lake Venern** to Trollhättan, to view the famous Falls; arrive at Gothenburg in the evening.

37th day. **Gothenburg,** intersected by canals and spanned by more than thirty bridges, is a clean, bright place and a very enjoyable one. Excursion to Marstrand, a favorite place of King Oscar.

38th day. Leave by steamer in the evening for Copenhagen.

39th day. **Copenhagen.** Excursion to Frederiksborg and Fredensborg.

40th day. **Hamburg,** via Nyborg and Vamdrup.

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A Month's Carriole Tour through Western Norway,

INCLUDING THE FINEST SCENERY IN THE COUNTRY.

1st day. **Christiania,** the capital of Norway. Visit the
2d " Royal Palace and the Storthings-Bygning; the Viking Ship, a unique and deeply interesting relic of the days of the vikings, and one of the most highly prized archæological treasures of Norway. It was dug from a mound on the land of a peasant farmer at Gokstad, near Sandefjord, in 1880, where it must have lain (well preserved, too) near upon a thousand years. See the Tivoli Garden, St. Hanshaugen, Oscarshall, the Gol Church, Mount Holmenskollen, the University buildings, National Picture Gallery, etc.

3d day. **Ulefos** (seven hours by train from Christiania to Skien, thence two hours by steamer). See the Vrangfos, the Schaffhausen of Norway.

4th day. **Dalen** (six hours by steamer from Ulefos),
5th " in the heart of the **Telemarken.** Excursion to Eidsborg to see the ancient Stave Kirke, and Ravngjuv, the most terrific precipice in Europe, 1,000 feet perpendicular.

6th day. **Hotel Haukeli.** About eight hours' drive, stopping at Borte for lunch.

7th day. **Haukeli-Sæter** (four and a half hours' drive). One of the most elevated stations in Norway, with wild and somewhat desolate scenery. Herds of reindeer may be seen in the afternoon, descending from their browsing ground to the lake.

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8th day. **Roldal** (four hours' drive from Haukeli-Sæter). Descending the mountain, the wild scenery gradually gives place to wooded valleys and ravines, and at last the great Roldal Lake comes into view.

9th day. **Næs.** Drive from Roldal through the wonderful **Bratlandsdal Valley** to Næs, "the gem of gems" among Norway scenery. The tourist should walk the last mile of the journey, in order to better appreciate the imposing grandeur of the scenery.

10th day. **Suledal Lake.** There is nothing to surpass in grandeur the imposing combination of mountain and lake scenery of Lake Suledal. The rocks rise to the height of some 2,000 feet on each side, straight out of the water, and the lake twists and turns among them, revealing a new and beautiful picture in every reach. The finest point is the famous Portal, or Gate.

11th day. **Roldal.** Drive back from Næs, walking the first mile of the journey.

12th day. **Odda** (seven hours by car from Roldal). At the head of the Sörfjord. Drive across the Horrebrækkerne, past the splendid Laatefos. The summit of the pass is 3,400 feet above the sea, and amid wild and rugged scenery the descent is made to Odda on a branch of the Hardanger Fjord.

13th day. **Odda.** Excursion to the **Skjæggedal** Falls, the European Niagara, and the most imposing falls in Norway; and to Buarbrae, an arm of the great Folgefond Glacier.

14th day. **Bergen** (twelve hours by steamer from Odda),
15th " through the Hardanger Fjord, conceded to be the finest in Norway. The second city of Norway (for description, see page 69).

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16th day. **Stalheim.** Leave Bergen by rail for Vossevangen, passing through fifty-four tunnels on its course of sixty-seven miles; thence by car in five hours to Stalheim, a pleasant drive through a picturesque valley. Stalheim is situated 1,200 feet above the sea in a cañon on the Stalheims-Klev, overlooking the grand gorge of the Nærodal.

17th day. **Mundal** (ten hours from Stalheim). Drive
18th " through the Nærodal Valley to Gudvangen on the Sogne Fjord. Kilefos has an unbroken leap of 500 feet, and a further fall of 1,350 feet. The voyage from Gudvangen through the Næro, Songe and Fjætlands Fjords to Mundal is one of great grandeur. Visit the stupendous glaciers of Böjum and Suphelle.

19th day. **Nedre Vassenden** (six hours and a half from Mundal). Situated on Jolster Lake, at the edge of the Jostedalsbrae, the most gigantic glacier in Europe.

20th day. **Faleide** (eight hours from Nedre Vassenden, two hours by steamer on Lake Jolster, thence by carriage to Utvik, thence steamer to Faleide). A great resort for tourists, where everybody goes, being a good center for excursions.

21st day. **Hellesylt** (six hours by car from Faleide) is
22d " finely situated on the renowned **Geiranger Fjord.** This wonderful arm of the sea contains beyond a doubt the very grandest bit of scenery in Norway, and the trip to Merok might fittingly represent a scene in Dante's " Inferno." It is one of those rare scenes of nature which overwhelm the mind that contemplates it.

23d day. **Aalesund.** Drive in about four hours from Hellesylt to Oie; thence by steamer in four hours to Aalesund, situated on the open sea.

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24th day. **Flatmark.** Leave Aalesund by steamer via Molde, for Aandalsnaes, up the Romsdals Fjord, about seven hours; thence drive to Flatmark (three hours). This trip affords fine views of the **Romsdalshorn,** the Matterhorn of Norway. On the opposite side of the valley is the gigantic ridge of the Trolltinder.

25th day. **Domaas.** All-day drive along the Rauma Valley. At Ormeim a fine view is obtained of the Vaermefos, a fine waterfall. Domaas is situated at the junction of the Gudbrandsdal and Dovrefjeld routes, and is on the slope of the Dovrefjeld range of mountains, which separates northern from southern Norway.

26th day. **Lillehammer.** Drive to Bredevangen and Otta, thence by rail to Lillehammer (time, about nine hours). Near Bredevangen is the scene of the massacre by peasants of "nine hundred Scottish troops under Colonel Sinclair," who were marching to join the Swedes, then at war with the Norwegians, in 1612. The locally accepted tradition is exaggerated as to the number of the victims.

27th day. **Christiania.** Leave Lillehammer by steamer to Eidsvold on Lake Mjösen, the largest inland lake of Norway, thence by rail to Christiania (total time about nine hours).

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ICELAND.

Reykjavik, the capital of Iceland, is reached by steamer from Copenhagen, stopping at Leith, Scotland. The voyage takes ten days from Copenhagen to Iceland, and five or six days from Leith. Some steamers stop at Thorshavn (Faroe Isles) and the numerous northwestern ports of Iceland, in which case the voyage is prolonged to nineteen days.

The only means of transportation on the island at present is by ponies, although a railroad round the island is contemplated, and it is advisable to have your own camp, as accommodation at the farmhouses is of uncertain character. The area of the island is 37,000 square miles, and the scenery is grand and awe-inspiring.

The southeast of the island is occupied by a vast heap of snow-capped mountains, which discharge their glaciers into the sea. This district is known as the Vatnajökull, and is continually in a state of volcanic eruption. The northwestern section is fairly populated, and is the classic land of the ancient Sagas.

One Month's Tour in Iceland,

INCLUDING THINGVELLIR, THE GEYSIRS, MOUNT HEKLA, SAGA-LAND AND THE VOLCANIC REGION AROUND LAKE MYVATN.

1st day. **Reykjavik,** the chief port and town of Iceland. Here are the Governor's House, the Cathedral and Parliament House.

2d day. **Thingvellir** (thirty-five miles from Reykjavik),
3d " passing through Mosfell and the famous rift of **Almannagja.** Thingvellir is the site of the

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famous Lögberg, where in 928 a parliament was established, and in 1874 self-government was proclaimed. The plain of Thingvellir reaches to the beautiful lake, and is flanked by hills.

4th day. Thingvellir to Geysir. From the summit of
5th " the pass, the triple cones of Mount Hekla are seen, forty miles away. Brúará River is forded. The **Great Geysir,** the earliest known of such phenomena, throws a column of water about 100 feet in height at irregular intervals. There is also the **Strokkr Geysir,** which is always in a state of ebullition.

6th day. Geysir to **Gulfoss,** the rival of the Dettifoss.

7th day. Gulfoss to Galtalakur.

8th day. From Galtalakur the ascent of **Mount Hekla**
9th " (5,108 feet) is begun. The actual ascent is best made from Naefrholt, from which point the summit is about seven miles. The view from the summit is considered to be the most varied in the world. Beyond Mount Hekla is the classic " Burnt Njál country," and at Oddi was born, in 1056, Saemund Frothi, who wrote Njala and Edda. An extension from here to include the grand glacial scenery of the **Vatna Jökull,** and the monarch of Icelandic mountains, the **Öræfa Jökull,** would occupy about three weeks.

10th day. Return from Galtalakur to Geysir.

11th day. Geysir to Reykholt, over a pass commanding a fine view of the Ok and Gertlands Jökulls. At Reykholt lived Snorri Sturlson, the most celebrated Saga writer of Iceland, who was assassinated for conspiring to hand the island over to King Hakon of Norway. Travelers wishing to visit the **Snæfell Peninsula** do so from Reykholt, the trip taking about fourteen days.

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12th day. Reykholt to Hvammr, a fine stretch of country with a magnificent view of Baula, and through the **Valley of Smoke,** which rises from Túngnhverir.

13th day. Hvammr to Bordeyri on the **Húrtajfordr,** passing the base of Baula (3,500 feet), and through the Vale of Northra.

14th day. Bordeyri to Merlrstadir on the **Midfjordr.** Grettir, the noted outlaw and the hero of many Sagas, was born at **Bjarg,** near Melr.

15th day. Melr to Hnoisar, passing Reykir, Vestrhop Lake and the Valley of Vithidalr.

16th day. Excursion through the **Vale of Waters** to Grimstungur, in the **Vale of Shadows.** At Thorhall's farm (still in existence) Grettir is said in the legends to have vanquished the Vampire Glamr, whose grave is to be seen.

17th day. Hnoisar to Blönduos on the Hunafjördr, passing slag cones. The hamlet of Gila was the home of Thorwald, who first introduced Christianity into Iceland.

18th day. Blönduos to Vidimyri, crossing the River Blanda by a bridge.

19th day. Vidimyri to **Hölar.** The bishopric of Hölar dates back to about 1100, and the church was formerly a cathedral.

20th day. Hölar to Vellir, crossing the **Unadals Jökull** at an altitude of 4,500 feet. The descent to the valley is one of the finest views in Iceland.

21st day. Vellir to Akureyri, the road skirting the fjord.

22d day. **Akureyri** on the Eyjafjordr, the second town in Iceland. At the mouth of the fjord is the island of Hrisey.

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23d day. Akureyri to Grenjadarstadir, passing through the Fnjoskadalr to **Goda-Foss,** a miniature Niagara, and the scene of one of Grettir's exploits.

24th day. Grenjadarstadir to **Uxahver Hot Springs.**

25th day. Uxahver to Reykjahlid, situated on the beautiful island-studded **Lake of Myvatn,** and commanding a fine view of several volcanoes and craters. The scene of several terrible eruptions.

26th day. Excursions from Reykjahlid to the **Myvatn**
27th " **Solfatarar,** a plain of boiling mud, surrounded by
28th " steaming volcanoes, an appalling sight; and to **Dettifoss,** where the Jokulsa River dashes into a fissure two hundred feet deep.

In order to visit the **Volcano of Askja** four days from Reykjahlid are required. It is needless to say that the trip is a hard one, but amply repays. The first day is spent crossing the lava bed of Odadahraun to Svartárkot, where the night is spent, so as to commence the ascent with sunrise the next morning. The circumference of this huge crater is between seventeen and eighteen miles, and its area at least twenty-three miles. It is four hours' hard work to cross the lava-covered floor of Askja on foot to the site of the disturbance in 1875. It is probably the largest known crater in the world.

29th day. Reykjahlid to Storuvellir.

30th day. Storuvellir to **Akureyri.**

From Akureyri a choice of routes is offered the traveler. If he wishes to return to Scotland he can do so in seven days. The steamer stops at Eskefjord, which was the landing place of Naddovr, the earliest Norse explorer, and near which village is the mine of the famous Iceland spar.

If the traveler prefers to return overland to Reykjavik he can do so in about seven days, via the direct post route by the charming Oxnadalr to Steinstadr, thence via Blönduos to Kalmanstunga, Vingnes to Reynovellir, or via the Eyjafjordr River to its source near Hofs-jökull,

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then between that and Lang-jökull, skirting the large Hvitar Lake to Geysir and Thingvellir, or via the longest and most arduous route by the Sprengisandr Road, passing the Vathla Skarth, Frijoskdal, crossing the Skjalfauda fljot, or flood of quivering sand, across the black sand desert between Tungnafells and Arnarfells-jökulls, then along the Thjorsa, near Hekla, to Geysir and Thingvellir.

On the supposition that the traveler has had enough of inland travel, and yet has time to see more of this wondrous island, he had best take the mail-boat from Akureyri to Reykjavik via the **Northwest Peninsula,** occupying six days, stops being made at Skagestrand on the splendid Skagafjordr, in the center of which rises the fortresslike island of Drangey, to which Grettir, the legendary outlaw, retired with his brother Illugi, and where both were slain.

Cape North is a hundred and fifty miles from Greenland. Oenundafjord is a modern whaling station. Arnefjord, with its splendid basalt buttresses; Gilsfjordr, famous for its petrified trees; and the bird cliffs of Latraberg; the Bay of Stapi, with its basaltic caverns, and its lovely crystal pyramid of **Snæfells-jökull** (5,965 feet). Should the traveler find on his arrival at Reykjavik that he has still a few days to spare before the departure of his steamer for Scotland, he cannot better spend his time than in visiting the sulphur springs at **Krisuvik,** known as "the congealed Pandemonium."

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ITALY.

Five Weeks' Tour from Switzerland to the Riviera,

INCLUDING MILAN, VERONA, VENICE, BOLOGNA, FLORENCE, PERUGIA, ASSISI, ROME, NAPLES, ORVIETO, SIENA, PISA AND GENOA.

1st day. **Milan.** Coming from Switzerland, one would naturally enter Italy by way of Milan. The Cathedral is notable as one of the wonders of the world, which, as Mark Twain says, "ought to be under a glass case." Other sights are San Ambrogio, the Galleria Vittorio Emanuel and Leonardo da Vinci's "Last Supper," at the old Dominican Monastery.

2d day. **Verona** (three hours from Milan). The Roman Amphitheater here is one of the most perfectly preserved in the world. See the fine Gothic Cathedral with Titian's "Assumption," the Church of San Zenone. Verona was the home of the Capulets and the Ghibellines, and here are the tombs of the Scaligers and what is known as the tomb of Juliet.

3d day. **Venice** (three hours from Verona). The
4th " Piazza San Marco, the noble Cathedral, the
5th " Doge's Palace, and the Library; the Bridge of
6th " Sighs, the Rialto, and sunsets ("the hour of
7th " Titian") on the Grand Canal, make Venice one of the most fascinating of cities in Italy. Take a trip to Lido, on the Adriatic.

8th day. **Bologna** (three hours from Venice). The Leaning Towers, the University, the Academy

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of Arts, with Raphael's "St. Cecilia," the home of Guido Reni. A side trip to Ravenna, rich in early Christian art, and the burial-place of Dante Alighieri, repays one.

9th day. **Florence** (three hours from Bologna). The city
10th " of palaces, with the Duomo and the Baptistery,
11th " the Campanile, the Palazzo Vecchio, the Uffizi
12th " and Pitti Palaces. The tombs of Michael
13th " Angelo and Galileo in San Croce, and of the Medici family in San Lorenzo.

14th day. **Perugia** (four hours from Florence). An ancient Etruscan city, with 103 churches and 50 monasteries to a population of 20,000. Opposite the Palazzo del Municipio is a magnificent fountain, designed by Fra Bevignate, Niccolo and Giovanni Pisano, Arnolfo di Cambio and Maestro Rosso, a combination of great artists, but the fountain seldom plays.

15th day. **Assisi** (one hour from Perugia), the birthplace of St. Francis, is perched on a high hill, and has a vast Franciscan monastery, with a wonderful Gothic double church.

Rome.

Multitudinous voices of the past, of the present, and in a sense, even of the future, attest in language that cannot be mistaken by anyone the greatness of the Eternal City.

— *R. Bosworth Smith.*

16th day. **Rome** (four hours and a half from Assisi).
17th " The traveler has now reached the city which for
18th " many centuries was the nursing mother of
19th " genius, of heroes and patriots, statesmen and
20th " soldiers; of poets, orators and philosophers; conquerors and rulers of divers nations — of nations so many in number that the Roman empire included nearly every portion of the earth's surface known to men in the earliest days

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of the Christian era. Of the great empire once ruled from Rome nothing now remains to her, as the governing city, but the newly created kingdom of Italy; and of that she has now as good reason to be proud as are the modern Italians of their venerable capital.

"To see Rome and die" was an aspiration for men in past ages. In our own generation a man prefers to see Rome and live, to profit by, at least mentally, the realization of that which from his early schooldays' readings had been left to his imagination. Unless he proposes to spend a longer term here for study or otherwise, ten days will suffice for the ordinary tourist to spend here, although a year could be profitably spent by the student of architecture or of history in careful examination of the material which this great city provides. We, however, are occupying ourselves in a trip around the world, and so must be off after a brief visit, and the author will not presume even to suggest to his readers what is to be seen in this sublime center of Christendom.

21st day. **Naples** (five hours and a half from Rome).
22d " The many outside excursions which can be
23d " made from Naples make one week not too long
24th " in "Naples, la Bella." The trips include Vesu-
25th " vius, Pompeii, La Cava, Capri, Pæstum, Amalfi,
26th " Ravello, Sorrento, Castellamare, Baiæ, Lake
27th " Fusaro, Ischia, Casamicciola, Posilippo, and to the Royal Palace at Caserta.

28th day. **Rome** (five hours and a half from Naples).
29th " A suggested break in the middle of the ten days
30th " given to Rome is intended to spare the traveler
31st " from consequences of too continuous activity
32d " and absorption in the fascinating occupation of sightseeing in the most attractive of cities, in a climate inclined to be somewhat enervating to

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the unacclimated visitor. The intermission of a trip to Naples will have been delightful and invigorating.

33d day. **Orvieto** (two hours from Rome) stands on a lofty rock. Once an Etruscan city of importance, and in the middle ages a frequent refuge for the popes when disturbances occurred in Rome. The Cathedral, built in commemoration of the "Miracle of Bolsena," is a remarkable specimen of Gothic architecture. The edifice, with its sculptures, stained glass and other decorative work, exhibits examples of the progress of mediæval art. A curiosity is the Pozzo di S. Patrizio, a well with a spiral staircase dug in the rock. The Public Garden, with an Amphitheater, commands a fine view over the valley of the Paglia and the Tiber.

34th day. **Siena** (four hours from Orvieto). Full of Italian Gothic architecture of the thirteenth and fourteenth centuries. The Cathedral, crowning the hill, occupies the site of an ancient Temple of Minerva, and is one of the most notable in Italy. There is, indeed, so much of the best and most interesting of Italian art, in architecture, sculpture and paintings, to be seen in Siena, that if the traveler can spare a second day we would advise him to stay.

35th day. **Pisa** (three hours from Siena). The famous Leaning Tower, the Duomo, Baptistery and Campo Santo. A magnificent drive is through the king's hunting grounds to the sea.

36th day. **Genoa** (four hours from Pisa), surnamed "La Superba." Superbly located on heights between two rivers, it is one of the greatest commercial cities of the kingdom, exceedingly wealthy, and besides the Cathedral has many handsome public buildings and private resi-

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dences. It is, in fact, a city whose life is not altogether of the past. The Campo Santo contains a marvelous collection of mortuary monuments, and is considered the finest public cemetery in the world. The city is associated with the memory of Christopher Columbus.

Four Weeks' Tour from Naples to Milan,

INCLUDING ROME, ORVIETO, SIENA, PISA, FLORENCE, BOLOGNA, VENICE, VERONA AND MILAN.

1st day. **Naples.** The environs of Naples are for scenic
2d " splendor unequaled in the world, and include
3d " Vesuvius, Pompeii and Herculaneum; the islands
4th " of Capri and Ischia; Sorrento, Cava, Pæstum,
5th " Amalfi, Ravello, Castellamare, Baiæ, Lake Fu-
6th " saro, Posilippo, Camaldoli and Caserta.
7th " A more extended reference to Naples will be found on page 89.

8th day. **Rome** (five hours and a half from Naples),
9th " once "Mistress of the World," and to-day the
10th " most interesting of its cities. St. Peter's stands
11th " at the head of all the churches, the Vatican, of
12th " the world's museums; and the Colosseum is the
13th " greatest of all ruins. The view of the city from
14th " Monte Mario or San Pietro in Montorio is unrivaled.

15th day. **Orvieto** (two hours from Rome), stands on a lofty height and possesses a magnificent Italian Gothic Cathedral, one of the most famous of Italian churches.

16th day. **Siena** (four hours from Orvieto). Rich in Italian Gothic architecture, lay and ecclesiastical, of the thirteenth and fourteenth centuries. The Cathedral, crowning the hill, occupies the site of an ancient temple to Minerva.

17th day. **Pisa** (three hours from Siena). A very an-

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cient town, once in the lead of the commercial republics of Italy, and still a handsome city, without conspicuous evidence of decay. The Leaning Tower, the Duomo, the Baptistery and the Campo Santo, all of marble, are perhaps the finest group of buildings in the world.

18th day. **Florence** (two hours from Pisa). Blossoming in
19th " stone and marble. In location, and for its hand-
20th " some buildings, fine public ways, imposing mon-
21st " uments and its precious accumulations of the arts of the ages, together with its great historical associations and the courtesy and intelligence of the people, Florence is esteemed as, next to Rome, the most fascinating of Italian cities. The Duomo and Campanile, the Baptistery, the Loggia and the Vecchio, Uffizi and Pitti Palaces and the Church of San Lorenzo (containing the magnificent tombs of the Medici family) must all be visited, and then one has not seen a quarter of the attractions of Florence.

22d day. **Bologna** (three hours from Florence). The university city of Italy. Two Leaning Towers, the Academy (with Raphael's " St. Cecilia ") and many fine churches will interest the traveler.

23d day. **Venice** (three hours from Bologna). With a
24th " picturesqueness wholly unlike that of any other
25th " city of Italy or of the world, Venice has afforded
26th " more inspiration to artists, architects and poets
27th " than any other city of the world can boast of.

Steering in,
And gliding up her streets as in a dream,
So smoothly, silently — by many a dome,
Mosque-like, and many a stately portico,
The statues ranged along an azure sky;
By many a pile in more than eastern splendour,
Of old the residence of merchant-kings;
The fronts of some, though time had shattered them,
Still glowing with the richest hues of art,
As though the wealth within them had run o'er.
—*Rogers.*

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28th day. **Verona** (three hours from Venice). "Go, sirrah, trudge about through fair Verona." (Romeo and Juliet, i. 2.) The Mecca of all true lovers. The Roman Amphitheater here is the most perfectly preserved one in the world, and this is by no means the most important historical relic or object of interest in this city on the Adige.

29th day. **Milan** (three hours from Verona). The chief city of Lombardy is dominated by the magnificent Cathedral, the roof of which commands magnificent views of the Alps. Leonardo da Vinci's "Last Supper," now almost obliterated, is in the refectory of the Convent adjoining the Church of Santa Maria della Grazie.

Naples and Environs.

"Vedi Napoli e poi mori," says an old Italian adage, and certainly the environs, if not the city, justify a longer stay than is usually given it by the average traveler.

The following itinerary of eight days includes the most interesting points, but in no wise exhausts the list, as probably no city in the world has so many interesting and lovely surroundings as Naples.

1st day. Visit the wonderful **Museum,** where the traveler will see more relics of ancient Pompeii than in that city itself. An hour or so can also be spent in the Marine Aquarium, one of the finest in the world; and after a drive along the **Villa Nazionale** spend the evening at the **Teatro San Carlo,** which is one of the largest opera-houses in Europe.

2d day. **Mount Vesuvius** is now easily accessible by electric trolley and funicular railroad, which takes one to within a few hundred yards of the

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crater. There is no occasion to hurry this wonderful trip, for the Messrs. Cook, who own the railroad, have also a first-class hotel on the mountain, The Hermitage, which commands one of the most magnificent views in the world.

3d day. Take the rail from Naples to **Pompeii,** and after visiting the resurrected ruins take afternoon train to **La Cava,** a charming resort among green hills, and most refreshing after the desolation of Vesuvius and Pompeii.

4th day. Leave **La Cava** by rail to **Pæstum** (hour and a half), visit the ruins of the Greek Temples, which are considered among the finest existing, and return by afternoon train to Salerno, whence carriages will take us along the exquisite cliff drive to **Amalfi.**

5th day. After a short excursion to Ravello, continue shore drive from Amalfi via the pretty town of Positano to **Sorrento,** the birthplace of Torquato Tasso in 1544.

6th day. Leave Sorrento by steamer for **Capri,** the most picturesque of islands. Visit the **Blue Grotto,** and spend the night in the town, a favorite resort of artists.

7th day. Leave Capri by steamer for Sorrento, thence for **Castellamare,** another beautiful shore drive of about ten miles, reaching Naples in an hour by rail from Castellamare.

8th day. Drive from Naples along the North Shore, passing the villa-studded hills of **Posilippo** to **Pozzuoli,** where the Apostle Paul landed and stayed three days on his journey to Rome; thence to **Baiæ,** a celebrated resort of Roman emperors when Rome was in its greatest splendor; then on to the ancient Greek town of **Cumæ,** returning by the Solfatara volcano and Piede Grotto to Naples.

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Sicily.—A Fortnight's Tour.

Approaching Sicily, "The Soul of Italy," from Tunis or from Naples, our landing place should be Palermo.

1st day. **Palermo** (sixteen hours by steamer from Tunis,
2d " twelve hours by steamer from Naples). Few
3d " cities on the globe's surface are more beautifully
4th " situated than Palermo, but the city itself is a conglomeration of nearly all styles of architecture, Christian and Saracenic. The Cappella Palatina of Arabic-Norman is a perfect jewel-casket, so exquisite is it in decoration and richness of material. **Monreale,** a short distance from Palermo, enjoys the supreme glory of a Cathedral of Latin form, "with a Roman colonnade, Byzantine mosaics, Greek sculpture and Saracenic and Norman details." The mosaics are second only to those of Venice.

5th day. **Girgenti** (four hours and a half by rail from Pa-
6th " lermo) is famous for its numerous ruins of Greek temples. The Temple of Concord is considered by some the most complete Doric temple extant. Other ruins are Juno Lacinia, Temple of Hercules, Jupiter Olympus and Castor and Pollux. The little Christian church of St. Nicola occupies the site of a pagan altar, where human sacrifices were made to Moloch.

7th day. **Catania** (seven hours by rail from Girgenti). The second city in Sicily, with a superb view of Ætna, from the gardens.

8th day. **Syracuse** (two hours from Catania). Founded
9th " 734 B.C., by a colony of Corinthians, it grew to
10th " be the most powerful of the Greek colonies of the West, with a population of half a million. Some of the sights are the Doric Cathedral, built partly on the site and in part actually

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composed of the ancient Temple of Minerva; the Roman Amphitheater; the Ear of Dionysius; Greek Temple of Diana, the Catacombs, the Latomia de' Cappuccini, the quarry wherein seven thousand Athenian prisoners are said to have been starved to death; the Fountain of Arethusa; and the River Anapo, the only river in Europe in which the papyrus now grows.

11th day. **Taormina** (three hours from Syracuse) is
12th " famous for the extraordinary beauty of its scenery. Perched like an eagle's nest on a cliff, some four hundred feet above the shore, with Mola and Monte Venere towering behind it, and Mount Ætna filling in, with graceful lines, the southern horizon. The view from the ruined Greek Theater has been compared with that of the Vale of Kashmir, but this comparison hardly does justice to Taormina.

13th day. **Messina** (one hour from Taormina) is a well-built, busy town, prettily situated at the foot of an amphitheater of hills, surrounded with vineyards, olive groves, orchards and gardens. Its harbor is the best in Italy, and in commercial importance Messina ranks next to Palermo.

14th day. **Naples** by steamer, sixteen hours.

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SPAIN.

A Month on the Peninsula.

To make a complete tour of Spain, it is advisable to enter by the west of the Pyrenees and leave by the east; for although the railroad has pierced the Pyrenees and greatly increased the facilities for travel between France and the Spanish Peninsula, the long and forbidding range is still an inconvenient barrier. The route from Paris is via Orleans and Bordeaux to:

1st day. **Biarritz.** One of the most charming of fashionable French watering places, on the Spanish frontier. The coast is rugged, with a beautiful sandy beach.

2d day. **Burgos** (eight hours from Biarritz), the birthplace of the Cid, the national champion of Spain, and celebrated for its magnificent Gothic Cathedral. Pleasant excursion to the Monastery of Miraflores.

3d day. **Valladolid** (three hours from Burgos), favorite residence of the Castilian sovereigns, and the royal headquarters and capital of the once great Spanish empire. Here Gil Blas practised medicine, and here lived Cervantes, the inimitable creator of Don Quixote.

4th day. **Salamanca** (four hours from Valladolid). The seat of a venerable and celebrated University. The city has a number of interesting buildings built of a material to which time has imparted a wonderful golden-brown hue, and this has rendered the city picturesque, despite its dreary situation.

5th day. **Segovia** (five hours from Salamanca) is "an unmatched picture of the middle ages," with a Roman aqueduct. Segovia, built on a promontory between two rivers, has been compared

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to a ship in full sail towards the setting sun. In the prison here died the broken-hearted Marie Mancini, niece of Cardinal Mazarine, who loved King Louis XIV of France "not wisely, but too well."

6th day. **Escorial** (three hours from Segovia). This leviathan of architecture, in size and solidity second only to the pyramids, was erected by Philip II, and is at once palace, monastery, church and royal mausoleum. The Pantheon, where only monarchs of Spain are interred, is probably the most gorgeous and imposing temple of death ever erected.

7th day. **Madrid** (hour and a half from Escorial). A
8th " handsome city, its boulevards and gardens,
9th " streets and shops, almost rivaling those of Paris in attractiveness. It is the most elevated of all the European capitals. The Royal Palace and the Museo del Prado contain pictures and other priceless work of the most celebrated artists of Europe. The Armory, with effigies of Spanish heroes and heroines, is the finest in the world.

10th day. **Toledo** (two hours from Madrid). The glory of the old Moorish town of Toledo is the Cathedral, equal in size to half a dozen ordinary ones, and in beauty surpassed by none. Toledo epitomizes the whole history of Spain, for here Romans, Visigoths, Saracens and Christians have each in turn held sway, and all have left their footprints.

11th day. **Seville** (fourteen hours from Madrid). The
12th " city of Carmen and Don Juan. The Gothic
13th " Cathedral, grafted to the Moorish Giralda Tower,
14th " is of such harmony as to rank as one of the
15th " world's most graceful structures. The Alcazar, the residence of kings from Cæsar down, is a glorious building, a rival of the Alhambra; and

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Casa de Pilatos is said to resemble the house of Pilate in Jerusalem. Excursions to Huelva, Palos, and La Rabida, whence Columbus set sail for America.

16th day. **Cadiz** (four hours from Seville), the Biblical Tarshish, is one of the prettiest towns in Spain, and has been likened to an "ivory model set in a frame of emerald." The Botanical Gardens are very interesting.

17th day. **Tangiers** (six hours and a half by steamer from
18th " Cadiz). The chief port of Morocco, where the climate, architecture and mode of life are thoroughly Eastern. A queer little town with steep streets, and mosques with beautifully decorated minarets, from which every now and then the muezzin calls the faithful to prayer.

19th day. **Gibraltar** (three hours by steamer from Tangiers). The most important of Britain's fortresses between the straits of Dover and the farthest East. The rock was captured by Sir George Rooke in 1704, and since held at all costs against prolonged investments and furious assaults by the armies and navies of the strongest European powers combined.

20th day. **Ronda** (five hours from Gibraltar), the most Spanish of Spanish towns, whose famous bridge, spanning the Tajo, is familiar to us since "geography days" at school. Over this bridge the Spanish diligence, with its accessories as pictured, still lumbers as of yore. Ronda possesses a Moorish castle and tower, a Dominican convent and a Nereid grotto.

21st day. **Granada and the Alhambra** (six hours from
22d " Ronda). The last stronghold of the Moors in
23d " Europe, from which they were expelled by
24th " Ferdinand and Isabella in 1492. One of the
25th " most beautiful views in Spain is that looking

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over the Plain of Granada, lustering in constant verdure, and walled in by the snowy breasts of the Sierra Nevadas. At the upper end of this plain, "like a pearl set in an emerald, shines the white city of Granada"; while above it, on a rocky plateau not unlike the Acropolis of Athens, rise the reddish walls and towers of the Alhambra, its wide exterior giving little promise of the graceful and delicate beauty that prevails within: the very summit of perfection of Moorish art, as is the Parthenon of Greek art.

26th day. **Cordova** (eight hours from Granada), the one-time rival of Bagdad and Damascus, beautifully situated on the Guadalquivir, has little of interest except its great Cathedral, which is one of the most remarkable edifices in Spain.

27th day. **Alcazar** (eight hours from Cordova). There is nothing specially attractive about this town, but it is a growing railroad center, and is the most convenient place to break the journey.

28th day. **Valencia** (eight hours from Alcazar) is a charming, bright, busy oriental city, with picturesque streets and parks, and where Gil Blas played a prominent part. The Plaza de Toros has accommodation for 17,000 spectators.

29th day. **Barcelona** (nine hours from Valencia). The commercial city of Spain, where they do not disdain to work. The city possesses fine modern buildings, wide streets and charming promenades, of which the Rambla is the most fashionable. Steamers leave this port for the island of Minorca.

30th day. **Carcassonne** (eight hours from Barcelona,) the troubadour city of France. The return route to Paris can be made by Toulouse, Agen and Limoges.

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Three Weeks in Southern Spain.

1st day. **Gibraltar.** For more than two centuries this famous sentinel at the gate of the Mediterranean has been the most imposing emblem, beyond her own coast line, of Britain's strength, influence and usefulness in the world. Gibraltar is not only an impenetrable military fortress and important naval station, but a harbor of refuge, a coaling port and a provisioning depot for the ships of all nations. Along the shores of "the middle sea" nothing more impressive greets the sight of the voyager than the great Rock of Gibraltar, and to land there and visit it will prove a most delightful experience. One interesting feature is the motley collection of nationalities and costumes one meets in its streets and markets.

2d day. **Ronda** (four hours from Gibraltar) is one of the most picturesque towns in Europe. It is divided into two portions, the old Moorish and the modern Spanish, by a huge chasm in the mountain, 200 feet wide and over 350 feet deep, termed the Tajo, and crossed by two bridges.

3d day. *4th* " *5th* " **Granada and the Alhambra** (six hours from Ronda). Granada is so situated on four hills as to present the semblance of a pomegranate, hence the name of the city, Granada being the Spanish name for that fruit. The Moorish architecture of the Alhambra was effaced or defaced by the Christian conquerors. The French occupied it as barracks in 1810, and, as the English approached, endeavored to complete its ruin by blowing up the whole place, but fortunately did not wholly succeed in their vandalism.

6th day. **Cordova** (eight hours from Granada), once

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a center of civilization under the Moors, has now sunk into destitution. Its chief attraction is the great Mosque, with a Christian Cathedral in its center.

7th day. **Madrid** (eleven hours from Cordova). The
8th " galleries of Madrid contain no fewer than 64
9th " paintings of Velasquez, 58 Riberas, 46 Murillos,
10th " 10 Raphaels, 43 Titians, 34 Tintorettos, 25 of
11th " Veronese, 62 of Rubens, 53 of Teniers and 22 Vandycks, besides numerous productions of other great artists. The Armory also is one of the finest collections in the world, and contains armor worn by Christopher Columbus. The Plaza de Toros seats 14,000 spectators. While in Madrid excursions can be made to the old Moorish city of Toledo, and the Escorial.

12th day. Return to Cordova (eleven hours from Madrid).

13th day. **Seville** (four hours from Cordova). Besides
14th " the magnificent Cathedral and the Giralda
15th " Tower, Seville has a wonderful collection of
16th " paintings, and a Moorish Alcazar, which is in a much finer state of preservation than is the Alhambra at Granada. The Indian archives contain letters and documents touching on the discovery and administration of the West Indies, and of Spanish America in general; and in the Columbian Library are some 10,000 rare books, collected by Ferdinand Columbus.

17th day. **Cadiz** (four hours and a half from Seville). Picturesquely situated on a peninsula stretching out into the Bay of Cadiz. It is probably the Biblical Tarshish, and is one of the oldest towns of Europe; it has been called the Spanish Venice.

18th day. **Tangiers** (six hours by steamer from Cadiz).
19th " The present capital of the empire of Morocco, although the sultan resides at the interior city

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of Fez. Tangiers is a revelation to the Christian who holds that his religion is the superior of all the religions of the world. Here he will realize there are others, and that not the least among them is the Mussulman's. In the market the real Orient is encountered in the form of caravans of camels, and negro slaves from the interior of Africa.

20th day. To **Gibraltar** (three hours by steamer).

PORTUGAL.

One Week's Tour from Madrid to Madrid.

1st day. Leave **Madrid** by train for **Arroyo** (eleven hours), celebrated for the famous Roman Bridge, one of the wonders of Spain. It was built in 105 A.D., and strides across the Tagus in six majestic arches. It is built wholly of granite, without the use of mortar.

2d day. *3d* " *4th* " **Lisbon** (seven hours by rail from Arroyo). The approach by sea is very fine, and it can be reached in four days' sail from England. The chief places of interest are the Church of St. Roque, the Garden of St. Pedro d'Alcantara, the Estrella Church, Museum of Artillery, Academy of Fine Arts, etc. Belem Church contains the remains of the famous navigator Vasco da Gama, also the tombs of Camoëns, the poet, and Catharine of Braganza, wife of Charles II of England. Interesting excursions are to Cintra, the summer

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quarters of the rank and fashion of Lisbon; Pena Palace, the summer residence of the king; Castello da Pena; the Moorish Castle, at the summit of a peak which overhangs the town of Cintra; and Montserrate, formerly the residence of William Beckford, the eccentric author of "Vathek."

5th day. **Coimbra** (four hours by rail from Lisbon). The situation of the university city of Coimbra has long been the theme of poet and traveler. The celebrated Quinta das Lagrimas was once the residence of the fair Ignez de Castro, and the scene of the crime described in the "Lusiad" by Camoëns. The poet is believed to have been born here. A fine view of the city and the adjacent country is had from the tower of the University.

6th day. **Oporto** (two hours by rail from Coimbra), the commercial capital of Portugal, beautifully situated on the Douro, which is spanned by two magnificent iron bridges, one of which is a single arch of 560 feet. The chief places of interest are the Crystal Palace, the attractive Passeio das Virtudes and the Gothic Basilica S. Francisco.

7th day. **Salamanca** (fourteen hours from Oporto). An old Spanish university city, in which a day's visit will be enjoyed.

8th day. **Madrid,** in seven hours.

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GREECE.

Athens can be reached by steamer in forty-two hours from Egypt, eighteen hours from Smyrna, thirty-six hours from Constantinople, and in fifty-two hours from Naples. From Brindisi, by steamer to Patras and thence by rail, takes fifty hours. It is usually visited in the spring en route from Egypt or Palestine.

Two Weeks in Morea.

1st day. *2d* " *3d* " *4th* " *5th* " *6th* " *7th* " **Athens.** Next after Rome, Athens during twenty centuries has been for educated men the greatest attraction of all the cities of southern Europe. The noble hill of the **Acropolis,** the glory of the Athenians of old and the pride of modern Greece, with the Parthenon, towering above its neighbors, the Temple of Athene, the Erestheion and the Propylæa, still presides over the ancient and the modern Athens. The views from the summit are impressive. There, just below, is the Areopagus, and there the Pnyx, where spoke Demosthenes and Pericles. There is the Temple of Theseus; in the distance the Ægean Sea; and there over hills and dales is Corinth. Along the Sacred Way, by the Pass of Daphne, is Eleusis, the birthplace of Æschylus and the location of the great Hall of the Mysteries. A drive of five hours will bring the tourist to **Marathon,** that historic battlefield which decided the fate of Greece and which probably has but little changed since the Athenian wings charged headlong on the Persian center and drove the invaders to the shore and to the southern marshes. The Athenians lost 192 men, the Persians 6,400.

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8th day. **Nauplia** (five hours by rail from Athens), in
9th " the Peloponnesus. The ruins of the capital city of Agamemnon, at **Mycenæ,** a short drive from Nauplia, are from heroic times. Many very ancient relics excavated at Mycenæ are in the National Museum at Athens. The reliefs of the Gate of the Lions are well preserved. Drives can also be made to the Heræon, the famous Sanctuary of Argolis; and to the cyclopean Fortress of Midea; also to Argos, the rival city of Mycenæ and Epidaurus in ages long antecedent to authentic history.

10th day. **Kalamata** (seven hours and a half by train
11th " from Nauplia, through the interior of Peloponnesus) is a thriving seaport town from which excursions can be made to the ruins of ancient **Messene** (Nisi).

12th day. **Olympia** (six hours by train from Kalamata).
13th " Here the Olympic games were celebrated every four years, for more than a thousand years. In the stadium Pelops vanquished Œnomaos, King of Pisa, and claimed the hand of his daughter as a reward. Here Tiberius and Nero were victors, and Themistocles and Plato received the plaudits of Olympian audiences.

14th day. **Patras** (six hours by rail from Olympia) is the largest town in the Peloponnesus and has taken a prominent part in all the phases of Grecian history, down to the time of its destruction by Yussuf Pasha in the war of liberation, which began in 1821 and ended with the battle of Navarino in 1827. From Patras there are frequent steamers to Brindisi (Italy) and to Trieste (Austria); or one can return to Athens by the Peloponnesus Railway in nine hours. This is one of the loveliest railroad rides in the world, and affords an opportunity to see ancient

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Corinth, where for eighteen months the Apostle Paul resided and founded a Christian church. The ruins of this town, however, are three miles from the modern city of Corinth. The view from Acro-Corinth (1,885 feet) is a magnificent one. The Corinth Canal, a great engineering feat, is for three miles cut through the solid rock of the isthmus, and connects the Gulf of Corinth with the Ægean Sea.

Eight Days in Northern Greece.

1st day. Leave Piræus (Athens) by steamer for Volo, the chief port of Thessaly. Time, twenty-four hours.

2d day. **Kalabaka** (seven hours by rail from Volo), passing the district where a decisive battle was fought between the Romans and the Macedonians, also Pheræ, where Apollo once tended the flocks of King Admetos. On arrival at Kalabaka drive to the Monasteries of Meteora, spending the night among these modern cliff dwellers.

3d day. **Larissa** (seven hours by rail from Kalabaka),
4th " a town which played a prominent part in the late war between Turkey and Greece. About five miles from Larissa is the famous **Vale of Tempe** between Mount Ossa and Mount Olympus. In one of the glades stood an altar to Apollo in expiation of his slaughter of the Python.

5th day. **Thermopylæ.** Return by rail from Larissa
6th " to Volo, and thence by steamer to Lamia (time about twelve hours). Drive from Lamia over the famous Pass of Thermopylæ, where the heroic Leonidas and his thousand Greeks were slaughtered in July, B.C. 480. From Molos

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horse is taken to Drachmani, where the night is spent.

7th day. Leave Drachmani by horse for Arachova, passing the slopes of **Mount Parnassus** and the Acropolis of Daulis.

8th day. Continue by horseback to **Delphi,** the headquarters of the Grecian Court of Apollo. From Delphi drive to Itea, where steamer can be taken either to Piræus through the Corinth Canal (twelve hours), or to Patras in eight hours.

The Montenegrin and Dalmatian Coasts.

This interesting trip can be made in about a fortnight, as there are frequent steamers between ports. Exact dates of sailing can be obtained prior to leaving Greece. The following is an approximate itinerary

Corfu (eleven hours by steamer from Patras), a fashionable and most delightful winter resort. The Fortezza Vecchia, at the end of the beautiful Strada, is a survival of many epochs in the history of the island. A delightful drive can be made to the olive-clad mountains of Santa Deca.

Cattaro (forty hours by steamer from Corfu). The sail up the Bocche di Cattaro is as fine as that on a Norwegian fjord. A six hours' drive from Cattaro is **Cetinje,** the capital of Montenegro, lying in a rocky valley two thousand feet above sea-level. The drive affords fine views all the way to the capital. An excursion can be made from Cetinje to the Grotto of Rjeka.

Gravosa, the harbor of Ragusa (eight hours by steamer from Cattaro). **Ragusa,** a quaint, picturesque town of Dalmatia (Austria), is reached by a short carriage drive from Gravosa. It is considered the

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pearl of the Dalmatian coast. Charming excursions can be made to the little island of Lacroma; formerly the property of the ill-fated Archduke Maximilian (Emperor of Mexico) and later of Crown Prince Rudolph of Austria. Richard Cœur de Lion was shipwrecked on this island, on his return from the Crusades. The street life of Ragusa is all that one reads of in romance, but rarely sees off the stage.

Spalato (twelve hours by steamer from Gravosa), the ancient Aspalathos, famous for one of the most precious remains of Roman antiquity, namely, the enormous and marvelous Palace of Diocletian. A drive should be taken to the ruins of the ancient Roman city of Salona and the Riviera of the Seven Castles.

Sebenico is reached by mountain railroad across the Mosor in five hours, although the distance is only about forty miles. The town lies at the extremity of an almost landlocked harbor, and has a fine Cathedral and many other attractive features.

Zara (four hours by steamer from Sebenico), the capital of Dalmatia, where the picturesque costumes of the Morlaks and the liveliness and brightness of the place make it well worth a visit.

Pola (twelve hours by steamer from Zara), a strongly fortified Austrian city, and headquarters of the navy, contains a fine Amphitheater and many other Roman remains.

Trieste, Austria. Seven hours by steamer from Pola.

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EUROPEAN RUSSIA.

From St. Petersburg to Vienna.

1st day. **St. Petersburg** can be reached by direct steamer
2d " from London during summer in five days, or by
3d " rail in thirty-one hours from Berlin, or steamer
4th " in two days from Stockholm. The last named
5th " is the usual tourist route in connection with a Scandinavian tour. The steamer by this route stops at Hango and Helsingfors, the capital of Finland. St. Petersburg, the modern capital of the Russian empire, is a city of palaces, among which are the Winter Palace, and the Summer Palace at Peterhof. It is a brilliant-looking and autocratic city, but certainly not an ideal place for residence, either in winter or summer. Snow lies on the streets for nearly half the year, and the compulsory seclusion of the emperor and his court makes life at the Russian capital a dreadfully dreary one.

6th day. **Moscow** (thirteen hours by train from St.
7th " Petersburg). The holy city of the Russian
8th " empire. From Poklonnaya Gorà, near the
9th " Sparrow Hills, Napoleon's legions viewed the
10th " Tartar's Rome. From the Tower of Ivan Veliky, near the Palace of the Kremlin, Napoleon and his marshals viewed the burning city. Of the more than four hundred churches and chapels within the city, but outside the Kremlin, the most magnificent is the Temple of the Saviour, built at a cost of ten million dollars to commemorate the deliverance of Russia from the French invasion. Of course the chief object of interest with all visitors to Moscow is the **Kremlin.** Entrance to this " city within a

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city" should be made at the Spaski Vorota, or Gate of the Redeemer. And here we must leave our traveler to the guide and guide-book. Many more pages of this volume than can be spared would be needed to refer to the wonders of the Kremlin. Great fires have destroyed much of the old Moscow, but by no means all, and there is much worth seeing of the new. Moscow is, in fact, a municipal epitome of the Russian empire of the seventeenth century, as of the twentieth.

An interesting excursion is made to the great fair at **Nijni-Novgorod,** which is open from about the beginning of August to the middle of September.

11th day. **Warsaw** (twenty-nine hours from Moscow),
12th " the capital of the kingdom of Poland. From the terminus of the St. Petersburg Railway a good view of the city can be had. The principal objects of interest are the Cathedral of St. John, the Square, the Royal Castle and the Saxony Gardens.

13th day. **Cracow** (twelve hours from Warsaw). The
14th " ancient capital of Poland, and now (since 1846) incorporated, with its territory, in the Austrian dominions. The Royal Castle of Casimir the Great, now a barrack and a hospital, is worth a visit, as also is the Cathedral, although its exterior is not attractive. Visit the Salt Mines of Wieliczka.

15th day. **Vienna** in eight hours.

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AFRICA

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ALGERIA.

A Three Weeks' Tour from Algiers to Tunis.

For a visit to this interesting French colony the traveler has choice of several lines of steamships, which, without troublesome transfers at intermediate points, sail directly for, or touch at, either or both of the two principal commercial ports of Algeria-Oran and Algiers. From New York and Boston (in winter), from Liverpool, Gibraltar, Marseilles, Naples, etc., steamers can be taken; but from whatever port the traveler sails, Algiers should be selected as the starting point for his trips to the interior of the country.

1st day. **Algiers** has been compared, when viewed
2d " from the sea, to a diamond, set in an emerald frame. The old town is very hilly. Ascent to the Rue de la Kasba is by a flight of nearly five hundred steps. The European quarter, Mustapha Superior, is beautifully situated amid gardens and pine woods, with lovely views of the Bay of Algiers. Here is located the summer palace of the governor-general of the French possessions in Africa.

3d day. **Michelet.** Leave Algiers by rail for Tizi-Orizon
4th " (four hours), thence by carriage along one of the most beautiful roads in Algeria to Michelet. From Michelet make excursion by carriage to Fort National, a walled and fortified town in the very center of the beautiful district of Kabylia. Views from the fort, which is 3,153 feet above sea-level, are magnificent.

5th day. **Bourgie.** Leave Michelet by carriage through
6th " some of the finest scenery in the country for El Kseur, where rail is taken (total time, ten

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hours). The town of Bourgie is built on the slope of a hill commanding glorious views, and has been possessed successively by Carthaginians, Romans, Vandals, Arabs, Spaniards, Turks and French, and all have left considerable traces of their occupation.

7th day. **Kharata.** Drive along the beautiful valley of Oued Agrioun until finally it enters the famous gorge of the Chabet el Akhira, a huge defile seven kilometers in length, running tortuously between two mountains from 5,000 to 6,000 feet in height.

8th day. **Sétif** (by carriage in nine hours). An ancient Roman town.

9th day. **Batna** (ten hours by rail from Sétif), from
10th " which point excursions can be made to the Roman remains at Lambessa and Timgad.

11th day. **Biskra** (four hours by rail from Batna). The
12th " capital of the Oasis of Biskra, called by the Arabs "the queen of the desert," and the scene of Robert Hichens' romantic story.

13th day. **Constantine** (eight hours by rail through the
14th " famous Gorge of El Kantara). The capital of the easternmost province of Algeria, whose striking situation has been declared to surpass that of any other city in the world.

15th day. **Hammam-Meskhoutin** (four hours from Con-
16th " stantine), celebrated for its mineral springs, whose waters come forth at nearly boiling point. The source of the springs presents an extraordinary and almost unearthly sight, issuing from the earth in a succession of small cascades; the steaming waters fall into a wooded glen, enshrouded by hills; and alongside the hot stream into which they unite below, the natives may be seen cooking their food and washing their clothes.

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17th day. **Tunis** (ten hours by rail from Hamman-Mes-
18th " khoutin), "The Burnous of the Prophet," capital
19th " of the state of Tunis, now under the protection
20th " of France, and practically as much a part of French territory as is the adjoining colony of Algeria. The city reminds one of the picture of Bagdad in " The Arabian Nights." The Bardo, formerly Palace of the Beys, shows fine examples of Arabian architecture, and in and about the city there is much else to interest the inquiring traveler. Interesting excursions to the site of ancient Carthage should be made, and to the Mosque of Okba at Kairouan. In the English cemetery at Tunis is a monument to John Howard Payne, the author of the most popular song in the English language, " Home, Sweet Home." Payne was the United States consul, and was buried here in 1852. His body was removed in 1883 to its final resting place in Oakhill Cemetery, Washington, D.C.

21st day. From Tunis steamers can be taken to Naples or other ports of Italy, or to France.

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EGYPT.

Two Weeks' Tour, including Alexandria, Cairo, Luxor and Assouan

(First Cataract and Philæ).

1st day. **Alexandria.** Travelers from America or Europe usually land at Alexandria, while those from the East, at Port Said. There is not much to detain the traveler at Alexandria unless it is Pompey's Pillar. The city was bombarded by the British in 1882 to suppress the Arabi Pasha rising.

2d day. *3d* " *4th* " **Cairo** (four hours by rail from Alexandria, and six hours from Port Said). The fascinating city of Saladin is to-day a fashionable winter resort, with a number of large, first-class hotels. The excursion *par excellence* is to the Great Pyramids of Ghizeh, which can be made by carriage, coach, or even motor and trolley cars. Besides the mosques and bazaars of the city itself, and the Museum containing the mummies of the great Pharaohs, interesting excursions can be made to the Pyramids of Sakkara; the site of the once great city of Memphis; the Serapeum, the Tomb of Tih, the Tombs of the Caliphs, and the Petrified Forest.

5th day. *6th* " *7th* " *8th* " **Luxor** (fourteen hours by rail from Cairo). On the eastern bank of the Nile is the great Temple of Karnak, a magnificent relic of the ancient city of Thebes; on the western bank are the Tombs of the Kings, the great Temples of Rameses the Great and Rameses III, and the sitting Colossi.

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9th day. **Assouan** (eighteen hours by express steamer,
10th " passing en route the beautiful Temple of Edfu).
11th " The chief attractions of Assouan are the ruins of the Island of Philæ, the granite quarries, the stupendous Dam and the Cataract.

12th day. Return by boat to Luxor.

13th day. Rail to Cairo, fourteen hours.

14th day. **Cairo.**

THE NILE.

The Nile is to-day as much a river of pleasure as it was when Antony and Cleopatra floated down its stream with their gilded barges. Now the finest and fastest Atlantic steamers are used to convey the heavy winter travel to its banks. Any amount of money and time can be spent on a trip to its cataracts — from twenty to a thousand pounds, and from a week to an entire winter; and one can travel by rail along its banks, to Luxor and Assouan; by mail-boat; by finely appointed tourist steamers; or by luxuriously fitted dahabeahs, with their immense sails. One can live on a dahabeah and be towed, or he can charter a river steamer and stop or move on, here and there, at his pleasure.

In order to see anything of Egypt, a fortnight at least is necessary. This time can be divided by giving four days to Cairo and its environs, including the Pyramids, the Sphinx and Serapeum, and the balance to a journey by rail to Luxor and Assouan. Next after Cairo and its environs, the vicinities of these two places afford the most attractions of the great sights of wonderful Egypt, and must be seen by every visitor to the Land of the Pharaohs. This trip includes the ruins at Karnak, and other relics of ancient Thebes; the enchanting Island of Philæ; and the wonderful Dam and barrage works recently constructed by English engineers at Assouan.

If one can spare another week, then it is best to ascend the river, by postal steamer or part rail and boat; but

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to see lower Egypt to advantage, one month is necessary. If this time can be spent, take the three weeks' trip by tourist steamer to the First Cataract and back. Both at Luxor and Assouan there is first-class hotel accommodation.

Another week will take one to the Second Cataract (at Wadi-Halfa) and return. From Wadi-Halfa there is a railway to Khartoum, which takes twenty-eight hours. By combining railway and mail-boat travel it is possible to reach Khartoum in five days from Cairo.

Should one wish to explore farther, there is a monthly service from Khartoum to Gondokoro, Uganda. From Gondokoro to Lake Victoria Nyanza is by "camp," and from the lake to Mombasa, on the coast of Zanzibar, there is rail through the largest "big game" preserve in the world.

Three Weeks on the Nile, to Assouan (First Cataract) and back by Tourist Steamer.

1st day. Leave **Cairo** in the morning for Bedrachin, for the site of the ancient **Memphis,** the Step Pyramid of Sakkara, the Serapeum, the Tomb of Tih and the Pyramid of Oonas, leaving same evening for Ayat, thirty-six miles from Cairo. The steamers do not travel by night.

2d day. To **Maghagha** (106 miles from Cairo), passing en route the Dwarf Pyramid of Maydoom, the village of Wasta, and Beni-Souef, the chief town of the province, and railway junction for the Fayum.

3d day. Passing **Gebel-el-Tayr,** on the top of which stands a Coptic convent, Minyeh, a populous Arab town, and Beni-Hassan, visiting the Grotto of Speos Artemedos, and the Rock Tombs of Ameni Amenamah and Knum-Hotep. The steamer stops for the night at Roda, 182 miles from Cairo.

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4th day. To **Assiout** (250 miles from Cairo). Visit the Tomb of the Sacred Wolf, the Tomb of Meri Ka-ra, a king of the thirteenth dynasty. From the top of the mountain a fine view is obtained of the Nile Valley.

5th day. To **Sohag,** 318 miles from Cairo.

6th day. To **Dishna,** 388 miles from Cairo.

7th day. To **Luxor** (450 miles from Cairo), visiting en route the famous Temple of Dendera, dedicated to the Egyptian "Venus," Hathor.

8th day. At **Luxor,** during which time passengers make
9th " the steamer their home. Visit the great Temple
10th " of Karnak, the Tombs of the Kings, Temple of Rameses the Great, and other majestic relics of a great past.

11th day. To **Edfu,** visiting en route the Temple of Esna. The Temple of Edfu is one of the best preserved monuments in Egypt.

12th day. To Assouan (583 miles from Cairo), passing through the **Gorge of Silsileh** with its vast quarries, bearing the cartouches of a long line of Egyptian kings; and Kom Ombo, where in the duplex temple are many paintings, as brilliant now as at the time of their completion.

13th day. At **Assouan.** Visit the enchanting **Island of**
14th " **Philæ,** the **Great Dam,** the **Cataract,** and the painted Tombs of Mechu, Ben and Se-Rempu on the western side of Assouan.

15th day. Leave Assouan for Luxor.

16th day. Leave Luxor for Nagh Hamadi.

17th day. To Baliana, for the magnificent ruins of **Abydos.** The Temple of Seti is decorated with the most beautiful sculptures in Egypt, and contains the most wonderful genealogical record in the world — the Tablet of Abydos. On the

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site of Abydos, many Egyptologists inform us, stood the very earliest historical city in Egypt, **This,** the birthplace of **Mena,** first king of the first dynasty. It is also the reputed burial-place of Osiris.

18th day. To Assiout.

19th day. To Gebel-el-Tayr, stopping en route at Tel el Amarna, to visit the celebrated painted fresco pavement (discovered in 1892), a relic of the Palace of Khu-en-Aten, 1400 B.C.

20th day. To **Cairo.**

The Nile, from the First to the Second Cataract and return by Tourist Steamer.

1st day. Leave **Assouan** by rail for Shellal, about five miles up the river, where passengers embark for the Second Cataract. The steamer passes through one of the most interesting gorges of the Nile, El-Bab (the Gate), and shortly after arrives at the village of Kalabsha, where are ruins of two temples, one of which was the largest and most imposing of all the temples of Nubia. Some of the paintings on its walls are of the highest finish, the colors still retaining their brilliancy. The steamer stays for the night at Gerf Hasen, where there is a Rock Temple (53 miles from Philæ).

2d day. The steamer makes a short stay at Dakka, to allow a visit to the temple, supposed to have been built by the Ethiopian King Arq-Amen on the site of an earlier temple; thence to Wady es-Sabua, the **"Valley of the Lions,"** so called by the Arabs from the andro-sphinxes of the dromos that led up to the temple; and on to **Korosko** (118 miles from Philæ). A high peak, which is easily ascended, commands a magnificent view of the Nile Valley on one side, and on

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the other, of the desert road leading via Abu-Hamed to Khartoum.

3d day. To **Abu-Simbel,** 174 miles from Philæ.

4th day. Spent in visiting the great **Temple of Rameses II** and that of **Hamor.** These two monumental ruins are the greatest attraction Nubia has to offer to the antiquarian student. Both are hewn out of the solid gritstone rock, which thus forms site and edifice for each. Certainly, along the whole length of the Nile Valley, the traveler has seen nothing more overwhelmingly impressive than these remains,— not even the Pyramids or the ruins of wonderful Thebes,— and he realizes how puny and expressionless is modern architecture compared with the works of the inspired designers and the daring, resourceful builders of the days of Egypt's might and magnificence. The larger temple is covered with inscriptions and paintings (still vivid in their original colors), describing the life and conquests of the great Rameses. After allowing ample time to visit the temples the steamer proceeds to **Wadi-Halfa,** near the Second Cataract, and 214 miles from Philæ.

5th day. An excursion is made to **Abusir,** where from a high cliff is to be had a magnificent view of the rapids. After this the steamer returns from Wadi-Halfa to Abu-Simbel, stopping to give another opportunity to visit the temples.

6th day. Leaving Abu-Simbel, the steamer passes the partly ruined fort of Kasr Ibrim, dating back from Roman time, to Maharaka, where the night is spent.

7th day. Return to Shellal, stopping on the way (a few miles before reaching Kalabsha) at the village of Dendur, to visit a great temple erected during the Roman occupation of Egypt, probably by Augustus Cæsar.

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THE SOUDAN.

From the Second Cataract (Wadi-Halfa) to Khartoum.

The journey from Wadi-Halfa (at the Second Cataract of the Nile) to Khartoum is performed by Soudan government train de luxe, which leaves Halfa twice a week and accomplishes the journey (some 560 miles) in about twenty-seven hours, 232 miles of which are through the Desert of Abu-Hamed. In the town of **Abu-Hamed** (at the head of the Fourth Cataract) there are excellent baths, erected by the railway administration, for the comfort of travelers. From Abu-Hamed to Berber is 135 miles, the railroad running close by the Nile most of the route. At 88 miles from Abu-Hamed the Fifth Cataract is passed.

Berber owed its former importance to its position on the great caravan routes to and from the Soudan. From Berber to Khartoum is a little over two hundred miles. The railroad crosses the Atbara River, the most northerly affluent of the Nile. The battle of the Atbara, between an Anglo-Egyptian force under General Kitchener and the army of the Dervishes, was fought at a place called Nakhila on April 8, 1898. The Dervish force numbered about 14,000 men, and of these 3,000 were killed and wounded, and 2,000 more made prisoners. The Anglo-Egyptian loss was 5 officers and 78 men killed, and 475 wounded. About three miles from the river, between Atbara and Schendi, are the Pyramids of Meroe, tombs of rulers of the island of Meroe, alluded to by Strabo. Fifty miles beyond Schendi begins the Sixth Cataract, where the channel at the entrance to the gorge is only two hundred yards wide. From this point the line runs to Halfiya, the terminus of the railway,

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whence passengers are conveyed by steamer to Khartoum in about fifteen minutes.

Khartoum, once the Dervish stronghold and the scene of General Gordon's captivity and death, is now a modern Eastern city, thanks to Lord Kitchener's decisive victory at Omdurman over the Khalifa's army, on September 2, 1898. A governor-general's palace has arisen on the foundation of Gordon's old house, and a tablet marks the spot where he was assassinated. Handsome government buildings and a Soudan Memorial College have been erected, and along the bank of the Nile has been made a promenade, over two miles long, besides botanical and zoölogical gardens. Five miles from Khartoum is **Omdurman,** the last resort of the Mahdi, who shortly before the battle had died and was buried there. His mausoleum met with the fate of his army. It was promptly destroyed, to prevent its ever becoming a shrine for his deluded and infatuated followers.

From Khartoum to Gondokoro (British East Africa).

There is a monthly government steamer service between Khartoum and Gondokoro, a distance of 1,081 miles by the White Nile, taking fourteen days up, and a few days less returning.

From Gondokoro to Lake Victoria Nyanza.

The distance from Gondokoro, the head of navigation on the White Nile, to Entebbe, on the **Lake Victoria Nyanza,** is 457 miles, of which 292 miles are by land and 165 by river. From Gondokoro to **Nimuli** is 112½ miles by path; by Nile route, via Fort Berkley, the journey is divided into nine "camps" averaging twelve miles apart.

From Nimuli to **Butiaba** is 165 miles by river, via Wadelai. Nights are generally spent on shore, so as to avoid frequent and unpleasant visits from hippopotami,

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which are apt to show their annoyance at the intrusion of a boat by continually bumping it, making a night under such circumstances most undesirable.

From Butiaba to Entebbe is 179½ miles by cart road, divided into about fifteen camps, at an average of twelve miles apart. This section of the journey is through an elephant country. At **Entebbe,** on the Victoria Nyanza Lake, there is a hotel, and a weekly steamer to Port Florence, the railroad terminus, on the lake, of the Uganda Railroad. The lake is 300 miles long by 200 miles broad.

From Lake Victoria Nyanza to Mombasa, B.E.A.

From Port Florence on Lake Victoria Nyanza, the interesting journey by rail to Mombasa, on the Indian Ocean — capital of British East Africa — is 584 miles. The railroad passes over the Mau escarpment at an altitude of 8,320 feet, while spread out below lies the Great Rift Valley, dominated by the volcanic cone of Longonot. Here every species of game can be seen. Herds of zebra race with the train, and the plains are dotted with ostrich, hartbeest, gnu and antelope. Lions, giraffes and the rhinoceros are frequently seen from the railroad carriages. It may be truly said that this is the most unique railroad ride in the world. The herds of game, instead of diminishing with the advance of civilization, seem positively to increase, owing to the wise measures taken by the British government against indiscriminate slaughter. The shooting license costs £50, limited to the killing of two elephants and one buffalo, and ten of most kinds of antelope.

From Mombasa steamer can be taken north to Aden, or south to Madagascar and Natal.

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SOUTH AFRICA.

A Month's Tour through the Cape Colonies,

INCLUDING CAPE TOWN, BULUWAYO, VICTORIA FALLS, KIMBERLEY, JOHANNESBURG, PRETORIA, NATAL BATTLEFIELDS AND DURBAN.

The best way to reach South Africa either from Europe or America is by one of the Cape liners from England; or, if the traveler wishes to approach it from the eastern side, connection can be made at Aden for Beira, Portuguese East Africa, where there is railroad connection with the interior. The voyage from England to Cape Town is a pleasant one of eighteen days by the mail steamers, touching at Madeira; whereas the intermediate steamers, taking twenty-two days, touch at Las Palmas or Teneriffe and St. Helena.

1st day. **Cape Town.** The metropolis of South Africa, *2d* " with a population of about 80,000 and all the *3d* " attractions of a cosmopolitan city. Its history *4th* " is that of the colony, since 1651, when three *5th* " vessels under Jan van Riebeck arrived in *6th* " Table Bay. As seen on approaching it by ocean *7th* " steamer, this great seaport ranks in picturesqueness with Naples, Rio Janeiro and San Francisco. The majestic Table Mountain rises as a background for the town in a sheer precipice of 3,582 feet, while on either side is a lesser peak, the three hills forming the horseshoe valley in which Cape Town stands. South Africa is a country of long distances, and the traveler should avail himself of the best railroad service the country affords. One of the best trains is the weekly train de luxe, the "Zambesi Express," which covers the distance from Cape Town to Buluwayo, the capital of Rhodesia, a journey of

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1,362 miles, in seventy hours. Travelers from the north and east, via Aden, debark at Beira, Portuguese East Africa, where there is train service twice a week to Buluwayo, taking sixty-seven hours for the journey of 670 miles. The trip can be broken at Salisbury, the first city of importance in Rhodesia, but stopping there will necessitate a lay-over of two or three days.

8th day. *9th* " *10th* " *11th* " **Buluwayo,** 1,362 miles from Cape Town and 670 miles from Beira, was formerly the chief town of the native province of Matabili, and is now the capital of Rhodesia. Government House occupies the site of the old royal kraal, and the tree under which justice was dispensed by Mosilikatze and Lo Bengula has been left standing. Buluwayo is a Zulu word which, literally translated, means "the place of the killing." The Matoppo Hills can be visited by rail or road. This wonderful district proved impregnable when held by the Matabili in the 1896–97 rebellion, and has been described as a rough sea of mountain ranges a hundred miles long by thirty-five miles broad, full of passes and gigantic caves, interspersed with fertile and sometimes almost inaccessible valleys. The scenery is impressive, especially the panorama known as "the world's view," to be seen from the summit of the granite hill where Cecil Rhodes lies buried. Sixty miles from Buluwayo are the celebrated Mombo Ruins, said to have been constructed for three purposes, namely, solar worship, fortification and gold production. These are considered the most interesting ruins to be found south of the equator.

12th day. *13th* " *14th* " *15th* " **Victoria Falls,** 282 miles by rail from Buluwayo, are among the most wonderful, if not the most wonderful, waterfalls in the world. A convulsion of the earth created a cleft or fissure

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across the Zambesi River, causing the falls — more than a mile in length and 350 feet high, or more than twice as long and high as Niagara. The vast column of spray rises to a height of over a thousand feet, and the roar of the cataract is audible for many miles. A bridge, crossing the Zambesi at the Victoria Falls, was opened September 12, 1905. It is 420 feet above the river, at low water, and is the highest in the world. It is of the cantilever style, constructed in three spans, and has a width of thirty feet.

16th day. **Mafeking,** 492 miles by rail from Victoria
17th " Falls via Buluwayo, celebrated for its splendid defense, under Col. Baden-Powell, against a large investing force of Boers, from October 12, 1899, till its relief, May 17, 1900, a period of 217 days.

18th day. **Kimberley,** 223 miles by rail from Mafeking,
19th " is the headquarters of the diamond industry of
20th " South Africa and has produced, since its discovery in 1867, twelve tons of diamonds, representing a value of some £80,000,000 sterling. The richest mines are the Kimberley and the De Beers, the latter being the show mine.

21st day. **Bloemfontein,** capital of the Orange River
22d " Colony, is 397 miles by rail from Kimberley, via De Aar.

23d day. **Johannesburg** (Transvaal Colony), the "City
24th " of the Golden Rand," 264 miles by rail from Bloemfontein, dates from September, 1886, when a few straggling shanties began to rise along the auriferous reef. In 1902 the Standard Bank purchased four stands, on Commerce Street, for £145,000. Twenty-one miles by train from Johannesburg is Krugersdorp, the scene of the surrender of Dr. Jameson and his raiders, on January 2, 1896.

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25th day. **Pretoria** (Transvaal Colony), forty-six miles by
26th " rail from Johannesburg, or thirty-two miles by coach across the Witwatersrand range. Oom Paul Kruger's capital of the Transvaal, named after Commandant Pretorius, first president of the South African Republic, in 1855. A beautiful city with handsome buildings and tree-lined streets.

27th day. **Ladysmith** (Natal), 320 miles by rail from
28th " Pretoria. From its strategical position, it was
29th " the pivot round which the tide of war flowed and ebbed in the earlier months of the Boer-British war, and is consequently a most interesting and convenient center from which to visit neighboring battlefields, several of which are in close proximity to the town. Colenso is sixteen miles, and Spion Kop (January 20, 1900) eighteen miles distant. Some fifty miles to the eastward is **Rorke's Drift,** on the Buffalo River, the scene of the heroic and successful defense of commissariat stores, January 22–23, 1879, by eighty men of the 24th British Regiment under Lieutenant Chard, against several thousand Zulus. A short distance farther on is Isandhlwana, the scene of the destruction of a British column by the overwhelming force of Cetewayo's impi. To the northward are Majuba Hill and Laing's Neck.

30th day. **Durban,** 189 miles from Ladysmith, the hand-
31st " some and well-laid-out capital of Natal. This colony has been the battlefield of South Africa, from its close proximity to Zululand and the Transvaal.

Cape Town is reached by steamer in five days from Durban, and Australia in about thirty-five days.

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ASIA

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ASIATIC RUSSIA.

The Trans-Siberian Railroad, from Moscow to Irkutsk.

1st day. Leave **Moscow** by night on through train de
2d " luxe, from Kursk station for Irkutsk.

3d day. Cross the River Volga early in the morning over the famous Alexander Bridge, having a total length of nearly 4,580 feet.

4th day. The **Ivrezan River** is crossed near Kropachevo, one of the most beautiful spots on the whole line, and the summit of the **Ural Mountains** is reached about noon. This is the frontier between Siberia and Russia, and the dividing line between Europe and Asia is marked by a pyramid.

5th day. **Omsk,** the third largest city of Siberia, is reached in the afternoon. The **Irtysh** is crossed by a bridge 2,200 feet long.

6th day. The **Obi** is crossed by a bridge 2,600 feet long.

7th day. Taiga (the junction for **Tomsk,** a city of 54,000 population) is reached in the morning, and by the middle of the night the **Yenisei River** is crossed by a bridge 3,000 feet long, a masterpiece of engineering.

8th day. The **Kan** is crossed and **Irkutsk** reached in the morning, the total 3,375 miles from Moscow having been covered in less than eight days. The city of Irkutsk, situated on the Angara River, is the capital of Central Siberia, and has a population of over 50,000. It is a city of beautiful churches and of considerable wealth, being the winter quarters of the millionaire gold-

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miners of Nerchinsk and Kara, and you can purchase anything in the shops, from an American steam-shovel to a Parisian bonnet. There is here also a first-class hotel.

Irkutsk to Vladivostok, via the Amur River.

The time from Irkutsk to Vladivostok by the Amur is problematical, as much depends on the state of the river.

1st day. Leave Irkutsk by rail for Lake Baikal, forty
2d " miles. **Lake Baikal** is the largest fresh-water
3d " lake in Asia, being 390 miles long and 20 to 50 miles in width. It is crossed in about four hours by immense ice-breaking steamers. Strange to say, it is well stocked with seals, and it is of immense depth. The Siberians are very proud of their holy sea. Passengers are landed at Mysovaya, and train is taken to Stretinsk, about 800 miles distant.

4th day. On the **Amur River.** The steamers on the
5th " upper reaches of the Amur River, between
6th " Stretinsk and Blagovetchensk, a distance of
7th " 793 miles, are naturally of very light draught.
8th " The Amur drains about half a million square
9th " miles of magnificent farming land, well wooded, which the Russian government is doing its best to colonize. The scenery is picturesque, and frequent stops are made for the purpose of "wooding up."

10th day. **Blagovetchensk,** an important city in eastern Siberia, of 40,000 inhabitants. It has many fine churches, and good hotel accommodation.

11th day. On the **Amur River.** The distance between
12th " Blagovetchensk and Khabarovsk is about 600
13th " miles. The voyage is a pleasant one, and the
14th " boats are better than those on the upper reaches, the river being wider and deeper.

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15th day. Rail from Khabarovsk to Vladivostok, through a very picturesque country. The distance is about 500 miles.

16th day. **Vladivostok.** The magnificent harbor of Vladivostok is one of the finest and most picturesque in the world. The town is a trim European one in the farthest East, although it has but one main street. It has a beautiful Greek church, and the Russian tricolor floats over the great fortress. From Vladivostok steamers can be taken by way of Korea, to Nagasaki, the voyage occupying about five days. The two Korean ports, Fusan and Wonsan, however, are from long occupancy quite Japanese in business activity. There is also a quick steamer service in thirty-eight hours to Tsuruga, Japan, whence Yokohama can be reached by rail.

Irkutsk to Vladivostok, All-rail Route.

8th day. Leave **Irkutsk** by rail for Lake Baikal, thence by steamer across the holy lake of Russia to Mysovaya.

9th day. Arrive Karymskaya.

10th day. Arrive Manchuria.

11th day. En route through Manchuria.

12th day. Arrive in the morning at **Kharbine,** on the Sungari River, 4,776 miles from Moscow. A large, overgrown modern city, the base of the Russian General Kuropatkin's masterly retreat from Mukden during the recent Russo-Japanese war, and the junction of the lines running to Vladivostok, Port Arthur and Pekin. Leave in the morning.

13th day. Arrive **Vladivostok** in the evening, 5,261 miles from Moscow. Total time, twelve days from Moscow.

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Port Arthur Branch.

12th day. From Moscow. Arrive at Kharbine.

13th day. Arrive **Mukden,** the city from which the Russian General Kuropatkin retreated with dreadful loss, before the victorious Japanese General Oyama. Mukden is a miniature Pekin, and a typical Chinese walled town. Four miles to the east are tombs of the ancestors of the present Manchurian dynasty of China. At Liao-yang was fought the bloodiest battle of the late war, and one of the greatest in history.

14th day. Arrive **Port Arthur,** 5,382 miles from Moscow. The journey from Kharbine to Port Arthur at present takes about forty hours, but this time will soon be greatly reduced. The surrender of the supposed impregnable fortress by the Russian General Stoessel to the Japanese forces under General Nogi took place January 1, 1905, after seven months of persistent and heroic siege and as heroic defense.

Pekin Branch.

12th day. From **Moscow.** Arrive at Kharbine.

13th day. Pass **Mukden and Liao-yang,** famous battlefields of the late war; arrive at Tashitchao, the junction for **New-chwang,** the treaty port. Arrive at Inkau on the Las Kay River, which, on account of its currents and course changing constantly, and with them the soft bottom being unbridgable, has to be crossed by steamer.

14th day. Leave Inkau by steamer, across the Las Kay; about one hour thence by rail to **Shan-hai Kwan,** where the night is spent. The great Wall of China here starts from the sea and extends west

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for 1,500 miles. It is said to have been finished 204 B.C.

15th day. Leave Shan-hai Kwan, skirting the shores of the **Gulf of Pe-chili,** passing the famous Chinese **Taku Forts** and **Tientsin,** arriving at **Pekin** in the evening.

One Month through the Caucasus and Turkestan.

FROM ODESSA TO MOSCOW, VIA SEVASTOPOL, BATOUM, TIFLIS, BAKU, MERV, BOKHARA, SAMARKAND, CHARDJUI, ASKHABAD, TIFLIS, THE DARIEL PASS, VLADIKAVKAZ AND ROSTOV.

1st day. Leave **Odessa** by steamer across the Black Sea, for the Crimea.

2d day. Arrive **Sevastopol.** The fortified harbor bears few traces of the terrible siege of 1854–55, when Russia stood at bay against combined England, France, Turkey and Sardinia. Yalta, a charming Russian summer resort, is reached in the evening. The imperial residence is at Livadia, about four miles from the town.

3d day. Reach Feodosia and Novorossisk.

4th day. Arrive at **Batoum,** a city of 10,000 inhabitants, ceded to Russia after the Turko-Russian war of 1877–78. The Trans-Caucasus Railroad extends for 558 miles from Batoum to Baku, along the valley between the Grand Caucasus on the north and the Little Caucasus on the south, a fine stretch of country irrigated by canals since very early times.

5th day. **Tiflis** (thirteen hours by rail from Batoum).
6th " The ancient capital of Georgia is an odd mixture of oriental architecture. From the Monastery

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of St. David a magnificent view of the country is obtained, including the peak of Mount Kazbek. The Georgian women are considered among the handsomest in the world.

7th day. *8th* " **Baku** (six hours by rail from Tiflis). The little capital of the Khans has increased under Russian administration, in twenty-five years, from a population of 10,000 to a city of 70,000. It is a very interesting city, for apart from its naphtha wells, much remains of the old Persian architecture and life. The peninsula of **Apsheron,** extending for forty miles into the Caspian Sea, and covering an area of 1,200 square miles, has been from earliest times the home of Zoroastrianism, or fire-worship, on account of the soil of the peninsula being charged with naphtha, sulphur and inflammable gases, which readily provide the worshipers with all the fire they need in the performance of their religious rites. An interesting excursion can be made by rail to their ancient temple at **Sourakhani.**

9th day. Cross the **Caspian Sea,** about fifteen hours by steamer.

10th day. Arrive at **Krasnovodsk.** The rail journey from Krasnovodsk to Samarkand, a distance of 938 miles, is a succession of deserts and oases, a natural condition which enabled the Turkomans for centuries to defy the world. The Russians, however, built a line of railroad as rapidly as their forces advanced into the interior, and with protecting military posts intervening, were able to keep open communication with their base of supplies. Gradually, the whole country to the frontiers of Afghanistan submitted to the armies of the czar, and **Ghéok Tépé,** a fortified town, was taken by the Russian

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General Skobeloff, with immense slaughter, on the 12th of January, 1881.

11th day. **Merv** (558 miles by rail from Krasnovodsk),
12th " the ancient "Queen of the World," is situated on the River Mourghab, which waters the oasis. The city is a mass of ruins of mosques and temples. Prior to the Russian invasion Merv was a sealed book to Europeans, but a daring correspondent of the London *Daily News*, named O'Donovan, succeeded in penetrating its precincts in 1881, and barely escaped with his life.

13th day. A few miles from Chardjui the railroad crosses the **Amu-Darya,** the ancient Oxus, which having changed its course now flows from the Himalayas to the Aral Sea, instead of into the Caspian as formerly. Kagan is the junction for Bokhara.

14th day. **Bokhara** (240 miles by rail from Merv), is the capital of the province of that name, and is an ancient city surrounded by clay walls. The blue dome of the Mosque of Namazza stands out from its surrounding green garden. The Masjid Baliand, the big mosque, will hold 10,000 people, and is said to have been built by Timour on the ruins of another. The Righistan, or public place, is in front of the citadel, and is surrounded by fine mosques and colleges.

15th day. **Samarkand** (about twelve hours by rail from
16th " Bokhara). The mysterious impenetrability of this city long piqued the curiosity of the world. When conquered and taken by Alexander the Great it was a large and flourishing city, and after passing through the possession of many dynasties it was taken by Timour, who on account of the loveliness of its location made it his capital, and spared no pains in embellishing and beautifying it. It still continued a mysterious

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city until taken by the Russian General Kaufman in 1866. Among its splendid ruins the Tomb of Timour is the most interesting. Timour died in 1405, and among the many inscriptions on his tomb is said to be one without name or date, which reads, "If I were alive people would not be glad," a statement which, from all accounts of him, is not unlikely to be true.

17th day. Leave Samarkand by rail for Chardjui, about 228 miles.

18th day. **Chardjui,** a large, fortified Bokhara city of 30,000 inhabitants, with a fine palace, the residence of the bek, or governor of the province.

19th day. **Askhabad** (365 miles by rail from Chardjui), an ancient Turkoman city, antedating Merv, and a good place for the purchase of carpets and rugs.

20th day. Leave Askhabad by rail for Krasnovodsk
21st " (344 miles). Arrive at Krasnovodsk, and leaving by steamer cross the Caspian Sea to Baku.

22d day. Arrive at **Baku,** and leave by rail for Tiflis (283 miles).

23d day. At **Tiflis.**

24th day. Leave Tiflis by carriage, following the valley of the Kouri to **Mtzkhet,** the former residence of the Georgian kings, thence by the valley of the Aragon, and through a wild gorge to Mlett, about sixty miles.

25th day. Leave Mlett by carriage, climbing the divide to **Gondaour,** the highest village in the Caucasus, the altitude being 7,519 feet. The road then descends to Kobi, from which village to Kazbek the road commands a fine view of **Mount Kazbek,** 16,533 feet high, and about five miles off.

26th day. Leave Kazbek by carriage, following the Terek to where it is joined by the Amilichka, which is

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formed by the largest of the eight glaciers of Mount Kazbek, the **Devdoraki.** The defile extends for twelve miles to the **Gate of the Dariel** (defended by a Russian fort), from which point the valley opens out until Vladikavkaz is reached. This town commands a glorious panorama of the Caucasus Mountains, Mount Kazbek dominating all. Travelers who do not care to take this carriage trip can reach Vladikavkaz by rail from Baku, via Petrovsk, in about twenty-four hours.

27th day. Leave Vladikavkaz by rail for **Piatigorsk,** where there are hot springs. This is a magnificent railroad journey, affording a view of **Mount Dich-taou,** 16,763 feet, and **Mount Kach-taou,** 16,935 feet, until finally **Mount Elbrouz,** 18,526 feet, the highest mountain in Europe, comes into view, affording a magnificent spectacle with its enormous glaciers.

28th day. Leave Piatigorsk by rail for **Rostov,** on the River Don, a city of 75,000 inhabitants.

29th day. Leave Rostov by rail for Moscow (778 miles, about thirty hours by through train).

30th day. Arrive **Moscow.**

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PALESTINE.

One Month's Tour from Cairo to Constantinople, via Palestine, Syria and Smyrna.

1st day. **Cairo.** Léave by rail for Port Said (five hours), and thence leave by steamer for Jaffa (twelve hours), the chief seaport of Palestine.

2d day. **Jaffa.** Arrive, and leave by rail for Jerusalem (four hours).

3d day. **Jerusalem.** Visit the Church of the Holy
4th " Sepulcher, the Mosque of Omar, the site of
5th " Calvary, Garden of Gethsemane, Mount of
6th " Olives, Mount Zion, etc. Drive to Jericho,
7th " where the night can be spent. Visit the Jordan,
8th " Dead Sea, Bethany, and the Church of the
9th " Nativity at Bethlehem. An excursion can be made to Hebron.

10th day. Return by rail from Jerusalem to Jaffa, and take steamer to Haifa.

11th day. **Haifa.** Arrive, and drive to Mount Carmel Monastery.

12th day. **Nazareth** (six hours' drive from Haifa). Visit
13th " the Church of the Annunciation and the Fountain of Mary; walk to top of the hill behind Nazareth (on which is Wali Siman) and enjoy the great view, which embraces nearly the whole of Palestine.

14th day. **Tiberias.** Drive to Tiberias, passing Cana of
15th " Galilee and the Mount of Beatitudes, from which, tradition tells us, Jesus preached the Sermon on the Mount. Stop over at Tiberias and take rowboat on lake, visiting Capernaum, Bethsaida, etc.

16th day. **Gadara.** Leave Tiberias by steamer for

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Semakh, thence drive through the **Heiromax Valley** to Umm Keis, the ancient Gadara.

17th day. **Damascus.** Leave Gadara by Brit Ras, the
18th " probable site of the Roman Capitolus, for Mez-
19th " erib, the southern terminus of the rail to Damas-
20th " cus, the " Pearl of the East," and the " Paradise " of Arabic writers.

21st day. **Baalbek** (six hours by train from Damascus),
22d " the Baalgad of Joshua, the Heliopolis of the Greeks, once the most magnificent of Syrian cities, famous now only for the extent and splendor of its ruins.

23d day. **Beyrout** (six hours by train from Baalbek).
24th " Visit the Dog River, to see the ancient rock sepulchers.

25th day. Leave Beyrout by steamer for Smyrna. The
26th " French Line takes three days only, but the
27th " Austrian Lloyd's, via Alexandretta, takes seven.

28th day. **Smyrna,** the second city of Turkey, and very
29th " interesting. Excursions to the Baths of Diana
30th " and Agamemnon, Mount Pagus, the Valley of Saint Anne, Ephesus and Magnesia on the Sipyle.

31st day. **Constantinople,** in twenty-four hours by steamer from Smyrna.

CONSTANTINOPLE.

Napoleon considered Constantinople the strategical key to Asia. It is still the key to Asia, although not in the same sense, for any attempt to remove the Sultan from his present position would undoubtedly involve the entire Eastern world in a war of religions, Christian and Mussulman.

The promontory on which the city of Stamboul is built, like ancient Rome, consists of seven hills, and is separated from Galata and Pera on the north by the estuary of the Golden Horn, and from Scutari, in Asia,

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by the Bosphorus. The entire city thus rests on two continents, Europe and Asia. The view of the ancient Byzantine city of Stamboul, the real Constantinople, from the sea, is considered one of the world's sights. Here, facing the Bosphorus, are the old Seraglio and Museums, the Sublime Porte, the Mosques, Tombs of the Sultans, Fountains and Bazaars, and much that makes Constantinople attractive to the traveler. Assuredly it is, all in all, the most interesting city in Europe.

The Mosque of Aya Sofia, in Stamboul, is internally one of the most perfectly composed and beautifully decorated halls of worship ever erected. It witnessed the coronation of the Byzantine emperors for nearly a thousand years. On the 29th of May, 1453, Constantinople was taken by storm by Sultan Mohammed II, who, making straight for Aya Sofia through fearful carnage, took possession, and with drawn sword shouted above the din of battle, "There is no god but God, and Mohammed is his Prophet." In Aya Sofia are spoils of all the old-world temples, from the great temple of Diana of the Ephesians to the temples of Egypt, Athens and Rome, and it speaks volumes for Turkish toleration that there is so much left of the Christian church after 550 years of Mohammedan occupation.

The Mosque of Ahmed, erected by Ahmed I, occupies a superbly prominent site, and is considered the greatest architectural achievement of the Turks. Close by is the ancient Hippodrome (where the Romans held their races), ornamented with the obelisks erected by the Greeks in the Temple of Apollo at Delphos, to commemorate their victory over the Persians at the battle of Platæa and Salamis. The fountain of Ahmed III is a "prodigy of grace and patience."

Across the famous Galata Bridge are the suburbs of Galata and Pera, where are located the embassies, banks, foreign port offices and the business section. Apart from the city attractions there are many delightful excursions, up the Golden Horn to the Sweet Waters of Europe, or up the Bosphorus to the Sweet Waters of

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Asia. From the summit of Mount Bulgarlu, rising 850 feet above Scutari, a splendid view of the city, the Bosphorus, the Sea of Marmora and the valleys of Thrace can be obtained. Yildiz Kiosk, the residence of the present sultan, is situated about three miles from Constantinople, on the hills that border the delightful Bosphorus. Altogether, Constantinople is a delightful place for a week's sojourn.

Three Weeks' Camping Tour through Palestine and Syria.

1st day. **Jaffa.** Leave by rail across the Plain of Sharon for Jerusalem (five hours).

2d day. *3d* " *4th* " *5th* " *6th* " **Jerusalem.** Although the site of the Holy City may have changed, the natural features of the surrounding country remain substantially the same as in the time of our Lord. The "mountains round about Jerusalem," which were of old her bulwarks, are still here. Kings, prophets and a greater than they, have looked upon these identical scenes and trodden the paths to Bethany, Bethlehem and Hebron.

7th day. *8th* " **Jericho,** where the first night is spent "in camp." Excursion to the Fountain of Elisha, the Dead Sea and the River Jordan.

9th day. **Bethel,** where Jacob dreamed his wondrous dream of the ladder between heaven and earth.

10th day. **Nâbulus,** the ancient Shechem, and center of Samaritan worship from the time of Abraham to the present day.

11th day. **Jenin,** a Levitical city of Issachar.

12th day. **Nazareth,** sacred to all Christians as the home of the Holy Family, is a large, straggling village, built against and on the side of one of the hills which enclose a rich, fertile valley. The people are noted for their kindness and courteousness,

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and the women of Nazareth are proverbial for their beauty.

13th day. **Tiberias,** on the Sea of Galilee, is reached through Cana of Galilee and past the Mount of Beatitudes, the traditional scene of the Sermon on the Mount.

14th day. **Ain-Mellahah** is reached by crossing the Sea of Galilee to Capernaum, thence over the highlands to the **Waters of Merom,** in full view of Mount Hermon.

15th day. **Cæsarea Philippi,** beautifully situated near the foot of the southern slope of Mount Hermon. This village, perhaps better known now as Baniyas, was visited by Jesus during his ministry (Matthew xvi, 13). From a well near by issues the source of the River Jordan.

16th day. **Kafr Hawar Syria,** the traditional burial-place of Nimrod, the mighty hunter.

17th day. **Damascus,** founded before Baalbec and Pal-
18th " myra, has outlived them both. While Babylon has become a heap in the desert, and Tyre a ruin on the shore, Damascus remains what it was in the days of Isaiah — " the head of Syria." The suburbs of Damascus are very attractive.

19th day. **Baalbek,** by train to Yahfufeh, thence by horseback. The origin of Baalbek, the Baalgad of Joshua, is lost in remotest antiquity, but it was once, as its cyclopean ruins testify, the most magnificent of Syrian cities.

20th day. **Zahleh** is the largest town in Lebanon, with a Christian population of 15,000.

21st day. **Beyrout** is reached by crossing the Lebanon range at an altitude of 5,000 feet above sea-level. The view from the summit is magnificent. Beyrout is an ancient Phœnician city, beautifully and healthfully situated, and is the principal commercial town of Syria.

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DESERT TOURS.

From Cairo, via Mount Sinai, to Jerusalem.

This camping tour takes about thirty days. Train is taken from Cairo to Suez, and thence steamer on the Red Sea to Ayn Musa, where camels and camp should be in readiness. Mount Sinai is reached in about ten days and Gaza in about twenty-four days. Letters and cables can be sent from this town.

Palmyra.

There are two routes by camel from Damascus to Palmyra: one, via Mareau Said and Niah, takes five days and is pleasanter on account of abundant water supply; the other route is via Jerout, Kuretaine and Shurla, and takes four days' traveling at the rate of ten or eleven hours per day.

Bagdad, Babylon and Nineveh.

The journey by camel from Damascus to **Bagdad** takes about twenty-seven days via Palmyra, and **Babylon** is two days farther on. The Euphrates is sometimes crossed at Fajonja and sometimes at Hitt. **Nineveh** (Mosul) can be reached via Damascus, Palmyra and Der in about twenty-three days, but on account of the better water supply the route from Alexandretta to Aleppo, Urga and Maidin is recommended. This route takes about twenty-five days. From Mosul (Nineveh) to Bagdad can be made by raft on the Tigris in ten or twelve days, or in about eight days by horse. The steamer from Bagdad to Basra on the Persian Gulf takes from five to ten days, according to weather conditions. From Bag-

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dad to Babylon takes two or three days. From Basra through the Persian Gulf to the British port of Aden is by the British India Steamship Company, and at the latter place connections can be made either for the east or west. The proposed Bagdad Railway is constructed from Constantinople (Scutari) to Konieh and Enegli, a branch from Smyrna joining the line at Afium-Karahissar. It is proposed to continue the line to Adana, which is already connected by railway with Tarsus and Messina on the Mediterranean. From Adana the line will probably continue to Aleppo, and then one branch will follow the Euphrates via Bagdad to the Persian Gulf and the other through Palestine to Mecca.

Petra.

Petra, the mysterious rock-hewn city of Edom, is now accessible by rail from Damascus to Maan, the present terminus of the projected line to Mecca, from which point it can be reached in a few hours by horse.

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ACROSS PERSIA.

From the Persian Gulf to the Caspian Sea.

Persia is the home of roses and poppies, consequently the late spring or early summer is the best time to visit the country. The British India Company have a Persian Gulf service, and Bushire is the port of debarkation, the route being to Shiraz, Ispahan and Teheran. The trip is made on horseback as far as Ispahan, and thence by post. Owing to the fierce heat from the sun, the trip as far as Shiraz is best made by night stages. Hotels there are none, and as travelers are obliged to camp in the common caravanserai, the trip is not advisable for ladies. Military escort is necessary.

Shiraz is about six days', or rather nights', travel from Bushire by a rough mountain road ascending to the immense plateau. Shiraz is a walled city in more senses than one, and a Persian motto says that " It is more easy to enter Shiraz than to leave." A promenade on the housetops is the proper thing. The city remains the same that it was a thousand years ago, and Christians are held at a long discount. The Bagh-i-Takht, with its seven terraces overlooking Shiraz, means the "garden of the throne," and is crown property; nevertheless it is in a ruinous condition. Situated on a spur of the mountains, which at this point are scarcely more than a mile from the bazaars, it is one of the great gardens of the world. Excursions can be made also to the tombs of the poets Hafiz and Saadi. The latter fought in Palestine against the crusaders. The tombs are located in a charming cemetery, full of orange and rose trees, where the nightingales may be heard singing from twilight to early dawn.

Ispahan is reached in about ten days from Shiraz, the altitude of the plateau permitting travel by day. A détour is made from the main route two or three days

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after leaving Shiraz, to visit the cyclopean ruins of Persepolis, the ancient capital of Xerxes and Darius. These ruins are in a wonderful state of preservation, especially the bas-reliefs. The mountains surrounding the ruins are honeycombed with tombs, and a little farther on are the pyramids of the still more ancient shrine, the Mecca of a now nearly obsolete religion, Zoroastrianism, or fire-worship. The approach to Ispahan is charming, after the long journey across the sinister desert. The oasis on which the city is located is a mass of roses, poppies and verdure, out of which arises the turquoise-blue city, seen as in a dream of fairyland, with palaces of sapphire and radiant with brilliants of many colors. Nearer approach, however, to the city soon banishes the illusion, and the reality is not so pleasant. Christians are generally made to camp outside in the Armenian quarter. The Ischarbag, which leads to the city, was once a famous avenue thronged with Persian elegants. The city is entered by a magnificent galleried bridge (believed to be the finest in the world), built of gray bricks embellished with blue enamel, and dates from the time of Shah Abbas, about 1565, when Ispahan had reached the height of its prosperity. The streets of the city of Ispahan are walled and somber. In the center of the city is the Imperial Mosque (Mesjid-i-Shah), built entirely in sapphire and turquoise-blue. Close by is the Palace of Shah Abbas, built in old Assyrian style, and a little farther on is the Mesjid-i-Juma, built (A.D. 755) in yellow enamel, the oldest and most venerated mosque in all Persia. Tamerlane slew more than 100,000 of the city's inhabitants in two days, and in 1721 it was invaded by the Afghans, who sacked it and defiled and overthrew the palaces, gardens and houses. It has not yet recovered from this disaster.

Teheran is reached in about seven days from Ispahan by post via Natanz, or horse via the Kuhmd Pass (7,250 feet), the distance being about 280 miles. The third day's camp from Ispahan will probably be made at Kashan, founded by Khalif Haroun el Raschid, the hus-

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band of the Sultana Zobude, the popular heroine of "The Arabian Nights." The fifth day the town of Koum is reached, celebrated for its Golden Mosque, where repose the bones of Fatima, the granddaughter of the prophet. The location and surroundings of the little tomb form one of the most picturesque and oriental sights in Persia, but Christians are not permitted to visit it.

Teheran, the capital of Persia, is a much more modern city than either Shiraz or Ispahan. It lies at the foot of Tochal Mountain (13,000 feet), and forty miles away is Mount Demavend (18,600 feet). The palace of the shah is, of course, the chief attraction. The western travels of the late shah were not wholly wasted time, and both the city and the palace have within these last few years become much Europeanized.

From Teheran, four or five days by carriage (200 miles) across a wooded mountain country will bring the traveler to Recht on the Caspian Sea, where connection can be made to Enzeli, and a Russian steamer can be taken to the petroleum city of Batoum.

CEYLON.

A Three Weeks' Tour on the Island,

INCLUDING COLOMBO, KANDY, ADAM'S PEAK, NUWARA ELIYA, DAMBULLA, SIGIRI, POLLONARUWA AND ANURADHAPURA.

1st day. **Colombo,** the principal seaport of Ceylon, and
2d " perhaps the greatest sea-junction in the world, for here all the great steamship liners stop to coal on their way to and from China, Australia,

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Europe and northern India. Here one naturally finds good hotel accommodation, with elevators, swimming baths and all the modern appurtenances of first-class houses. Drive out to Mount Lavinia, beautifully situated on the beach seven miles from Colombo.

3d day. *4th* " *5th* " **Kandy,** formerly the mountain capital of the kingdom of Kandy, is a charming city three hours by rail from Colombo, situated on the banks of an artificial lake or " tank," overhung on all sides by hills. Here is the famous Daladá Málagáwa, or Temple of the Sacred Tooth of Buddha, which is exposed to view only on great occasions, such as Perahera, and is accompanied by a procession of the sacred elephants, high priests and devil dancers. The Peradeniya Gardens, a short distance from Kandy, vie with those of Buitenzorg in Java for beauty and completeness.

6th day. *7th* " **Adam's Peak.** Leave Kandy by train for Hatton, and thence by coach for Adam's Peak (7,352 feet), twenty miles distant. The great feature of Adam's Peak is the shadow thrown by the mountain at daybreak, and to see this the ascent is made just before sunrise. The journey from Hatton to the summit and return occupies about thirty hours. Resume the train at Hatton for Nuwara Eliya. The scenery en route is magnificent.

8th day. *9th* " At **Nuwara Eliya,** the chief mountain resort of Ceylon. There are many lovely drives, including the Botanic Gardens at Hakagalla, and around the lake. There are also a number of fine tea gardens in the neighborhood.

10th day. Return to Kandy (six hours by train).

11th day. Leave Kandy by rail for Matale (one hour). Drive to the Alut Vihara Temple.

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12th day. **Dambulla.** By motor car visit the Cave Temple, still used, containing a gigantic recumbent statue of Buddha, carved out of the solid rock.

13th day. **Sigiri,** by motor car (eleven miles and a half). Visit the celebrated Rock Fortress, an extraordinary natural stronghold rising abruptly above the great central forest.

14th day. **Pollonaruwa,** by motor car. A deserted capital of Ceylon. Here are the ruins of the original Daladá Málagáwa, or Temple of the Sacred Tooth of Buddha, built in 1198; also the great rock-hewn statue of Prakrama Bahu, and other interesting Buddhist remains.

15th day. **Trincomalie,** by motor car. Has a fine harbor and is the principal station of the British-Indian navy.

16th day. *17th* " *18th* " **Anuradhapura,** by motor car. The ancient capital of Ceylon, and the home of the sacred Pipal, or Bo Tree, reputed to be more than 2,000 years old, and still the object of solicitude of the descendants of its original planters. The stupendous dagobas are the compeers of the pyramids of Egypt. Eight miles from Anuradhapura, along a sacred Buddhist road traversed by chariots 2,000 years ago, is Mihintale, the sacred Mountain Temple, whose summit commands a magnificent view over Ceylon, from sea to sea.

19th day. Return by rail to **Colombo** (about seven hours).

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INDIA.

A Winter in British India.

Colombo, Ceylon, is the best point to start from for a tour through British India, from the fact that all lines of steamers touch at this port, to and from the west, the east and Australia. India, although an intensely interesting country to visit, is not, to say the least, a luxurious one to travel in. The hotels generally are very poor, and in many of the places in the following itinerary the traveler will have to be satisfied with accommodation at rest-houses, or dak bungalows, or with rooms at railroad stations. It is necessary to take with you pillows and covering for use in the sleeping-cars and rest-houses. It is also advisable to employ a native servant, who will act as butler and valet.

1st day. **Colombo** (Ceylon). Leave in the evening by steamer for Tuticorin, in the Carnatic, presidency of Madras.

2d day. **Tuticorin.** Arrive in the morning, and leave by train for Madura.

3d day. **Madura** (five hours by train from Tuticorin). The center of attraction is the great Temple, sacred to Shiva, which forms a parallelogram 282 by 248 yards, surrounded by nine gopuras, one of which is 152 feet high. The interior of this marvelous temple is a mass of superb carving, the sculptures being undoubtedly the finest in southern India.

4th day. **Trichinopoly** (four hours and a half by rail from Madura) is a place of much historic interest, and after Madras, the largest city in the presidency. On the north side of the town is the great Rock, a mass of gneiss rising abruptly to

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a height of 273 feet, surmounted by a temple, and forming one of the most striking and picturesque objects in all India. Two miles from the city, at Seringham, there is a magnificent temple dedicated to Vishnu, the largest in India. In 1826, Bishop Heber accidentally met with his death in Trichinopoly, and was buried in St. John's Church.

5th day. **Tanjore** (two hours by rail from Trichinopoly) is a wealthy city, where another very fine temple (the great Pagoda) may be visited. The Nayakar Durbar Hall is the purest and most perfect specimen of Nayakar architecture in existence. The central tower of the great Pagoda is the finest of its character in India. It is 96 feet square at its base, and stands 208 feet high. In the courtyard, surrounded by trees, under an elaborately decorated shrine is the famous Sacred Bull of Shiva.

6th day. **Madras** (ten hours by rail from Tanjore).
7th " The third in importance of the cities and sea-
8th " ports of British India, stretching for nine miles along the coast of the Bay of Bengal, and three and a half miles inland. An interesting excursion can be made from Madras to **Mahabalipuram,** about thirty-five miles by carriage and canal-boat. The Seven Pagodas present a series of architectural wonders, from 200 B.C. to recent times. To the archæologist, Mahabalipuram is one of the most attractive places in India.

9th day. By steamer, Madras to Rangoon in Burmah.
10th " The British India steamers usually leave every
11th " week, and there are also other lines of steamboats.

12th day. **Rangoon** (about three days' sail from Madras)
13th " is a comparatively modern city, although the
14th " artificial hill (within the British government's

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cantonments) on which stands the great Shwe Dagon Pagoda has been a goal for pilgrims for more than 2,000 years. Externally the whole Pagoda, from base to tapering point, is covered with pure gold-leaf, and was regilded as lately as 1871. Shwe Dagon Pagoda is generally recognized as the most venerable and the finest of all the places of worship in Indo-China. It is the only pagoda known to Buddhists which is credited with containing relics, not only of Gautama, but of the three Buddhas who preceded him. Other objects of interest in Rangoon are the bazaars and native shops, the public buildings, the cantonments, and the timber yards where elephants are seen, busy piling teak logs. The visitor should take early opportunity to ascend the hill (954 feet) and take a survey of the city, with its temples, gardens, monuments, forts, artificial lake and numerous canals.

On the road to Mandalay,
Where the flyin'-fishes play,
An' the dawn comes up like thunder
Outer China, 'crost the Bay!
— *Rudyard Kipling.*

15th day. **Mandalay** (eighteen hours by rail from Ran-
16th " goon). In the center of the present city is
17th " "King Theebaw's town," in which are the
18th " palaces of the king and his queens, which are even now splendid types of barbaric grandeur. The Golden Kioung was given by Queen Supayah Lat (Theebaw's queen) as propitiation for her many sins. At the fort of the Holy Hill, which is covered with images, stood the incomparable Pagoda, an immense and beautiful temple, destroyed by fire in 1892. Close by the hill is the town of 450 Pagodas of the Law. On the other side of the town, midway between Mandalay and Amaurapoora, is the new Arrakan Pagoda.

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19th day. Leave by steamer on the Irrawaddy River for
20th " Prome, passing en route the ancient ruins of Pagan. These ruins extend about eight miles along the river, and average two miles in breadth.

21st day. **Prome** is situated at a bend of the river, commanding the approaches north and south. The most interesting building in Prome is the ancient Pagoda, the Shwe San Daw, which resembles the Shwe Dagon, but is not so large.

22d day. **Rangoon,** about nine hours (161 miles) by rail from Prome.

23d day. Leave Rangoon by steamer for Calcutta,
24th " across the Bay of Bengal.

25th day. **Calcutta,** the capital of British India, whose
26th " chief attractions are Fort William, the Maidan (or Esplanade), Government House, and the Imperial Museum. The Zoölogical Gardens and Eden Gardens are well worth a visit, but the Kali-Ghat Temple, whence the city received its name, is more or less of an imposition.

27th day. **Darjeeling.** On a narrow ridge high above
28th " (7,000 feet) the great Ranjit River, with the
29th " mighty Himalayas for a background, Darjeeling is the greatest sanitarium of Bengal. The journey takes about twenty-one hours: first, rail to Damookdia; there cross the Ganges by boat and take rail for Siliguri; thence by the **Himalayan Railway** on a gauge of two feet to Darjeeling. The views from the station and its vicinity are unrivaled in the world. The following peaks are visible: Mount Everest, 29,002 feet, 120 miles distant; Kinchinjinga, 28,156 feet, 45 miles distant; Jannu, 25,304 feet; Kabru, 24,015 feet; Churnalari, 23,948 feet, 84 miles distant; Pauhauri, 23,186 feet; Donkia, 23,176 feet, 73 miles distant; Pandim, 22,017 feet; Narsingh, 19,146 feet, 32 miles distant; Black

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Rock, 17,572 feet; and Chomunko, 17,325 feet.

30th day. Return from Darjeeling to Calcutta.

31st day. **Benares** (thirteen hours by rail from Cal-
32d " cutta), imposingly located on the Ganges, the
33d " holy city of the Hindus, and like most holy cities, very dirty. The sights *par excellence* of Benares are the bathing and burning ghats along the river front in early morning. The lively scenes at these ghats, with their background of brown, sunburnt temples and the brilliant blue sky, combine in a sight never to be forgotten. The picturesqueness of the scene is enhanced by the tall minarets of Aurungzeb's Mosque and the modern iron railroad bridge across the Ganges.

34th day. **Ajodhya** (seven hours by rail from Benares), where the great Rama-chandra once reigned, is one of the seven sacred cities of Hindustan, a pilgrimage to which secures eternal happiness. In the beautiful description of Ajodhya in its prime, given in " The Light of Asia" by Sir Edwin Arnold, are faithful transcripts from the pages of Ramayana at the time Ajodhya was the capital of the Aryan empire, about 500 B.C., and was the most magnificent city of India. Little is left now but heaps of ruins. Once there were twenty Buddhist monasteries with three thousand monks, and the city is said to have covered an area of ninety-six square miles. Of the few temples that are still standing is the Janam Sthan, in which are images of Sita and Rama, the latter decorated with a large and brilliant jewel, like a light-colored sapphire. Gray monkeys swarm in neighboring trees.

35th day. **Lucknow** (four hours by rail from Ajodhya)
36th " is a wealthy and prosperous city, presenting an outward appearance of refinement and splendor.

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Its population exceeds a quarter of a million. The royal palaces, however, are the most tawdry in India. To the tourist the center of interest, of course, will be the ruins of the British Residency, within whose enclosures during three months of the terrible summer of 1857 were enacted the valorous deeds of a small, devoted garrison, and the dreadful sufferings borne by 600 women and children in the siege of Lucknow. At the commencement of the siege 3,000 in all had been shut in. At the partial relief by the brave Havelock, three months later, the survivors were fewer than 1,000. The Kaisar Bagh cost ten millions of rupees; and the great Imambara, erected in 1784 as a relief work during the terrible famine of that year, is a handsome and stately building. The Jama Musjid is the most beautiful building in Lucknow. Many memorials and relics of the great siege and relief are to be seen. At the Alma Bagh is the tomb of General Havelock, surmounted by an obelisk thirty feet high, with an inscription recording his death, November 24, 1857.

37th day. **Cawnpur** (one hour by rail from Lucknow) is filled with memories of the terrible tragedy of the Mutiny. The ill-fated ghat, and the beautiful monument over the well, tell their own sad story.

38th day. **Agra** (six hours by rail from Cawnpur), the
39th " Paris of India, was founded in 1566 by Akbar,
40th " who died there in 1605. It was embellished by
41st " his successors, Jehangir and Shah Jehan. The
42d " beautiful suite of marble apartments inside the
43d " fort, the Pearl Mosque, the Taj Mahal and the
44th " Tomb of I'timad-ud-daula are masterpieces in marble. Outside the city is Akbar's Tomb, at Sikandra, and the splendid but deserted city of **Fatipur-Sikri,** with its noble Palace and the magnificent Gate of Victory. Three days should

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be spent on a trip to **Gwalior,** the capital of the great Maratha chief, the Maharajah Sindhia, and an intensely interesting city. Its great fortress stands out on the surrounding plain, on a mighty isolated rock three hundred feet above the town. Inside the fort are several palaces and temples, whose architecture is of the best Hindu period, 1486–1516.

45th day. **Delhi** (four hours by rail from Agra). On the
46th " right bank of the River Jumna. Ancient Delhi
47th " (Indraprastha) was situated a few miles to the
48th " south, and for many centuries was unrivaled in
49th " splendor among the cities of India. The modern
50th " Delhi was founded by Shah Jehan, about 1638, and for a period was the capital of the Mogul empire. For thirty years the city was held by the Marathas, until in 1804, with the adjacent territory, it passed under British administration. The siege of Delhi, which followed the outbreak of the great Mutiny in 1857, is a heroic chapter in the history of British India. In the Imperial Palace, now known as the "Fort," is the magnificent Diwan-i-Khas, or private hall of audience of the great Mogul, where stood the famous peacock throne. The Jama Musjid is the largest and most famous mosque in India. Outside the city is Humayun's Tomb, a noble building of granite inlaid with marble; and nine miles south of the city is the beautiful Kootub Minar, the tallest minaret in the world, being 238 feet in height. A magnificent view is obtained from the summit, reached by 379 steps.

51st day. **Umballa** (two hours by rail from Delhi) is a large commercial city and the principal military station of the Punjab — and, although there is nothing to detain the traveler, it is the junction for Simla, the summer seat of the imperial government. The route to Simla is by two hours'

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rail to Kalka, thence by tonga, fifty-seven miles in eight hours.

Simla, 7,000 feet above sea-level, is through all the hot season the fashionable resort of European residents in India. In winter it is nearly deserted, though the army headquarters' offices remain. The views of the snowy ranges of the Himalayas are very fine, but inferior to Darjeeling.

52d day. **Amritsar** (four hours by rail from Umballa). The great attraction of this thriving city is the Golden Temple, the sanctuary of the Sikh religion. This Temple is in the center of a small lake, around which are the palaces of Sikh nobles, white and dazzling amidst the dark-green foliage of their gardens.

53d day. **Lahore** (one hour by rail from Amritsar), capital of the Punjab, contains many buildings erected by the Moguls. Jehangir erected the Khivabagh, the Moti Musjid (or Pearl Mosque) and the Mausoleum of Anar Kali; and Jehangir's own Mausoleum is one of the most beautiful buildings in the Punjab. There is a very interesting Museum, and the Shalimar Gardens, outside the city, are well worth a visit.

54th day. **Peshawer** (seventeen hours by rail from Lahore), from its strategical position is the key to northwestern India, for through the Khyber Pass, about ten miles from the city, have poured the northern hordes which have devastated or conquered India. At Ali Musjid, one of the several military guard-posts, the pass is only fifteen yards wide, the mountains rising on either side to a thousand feet, sheer. Peshawer is consequently the most important military station in India, and is well worth a visit.

55th "

56th day. Return from Peshawer to Delhi (twenty-four hours by rail).

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57th day. **Ulwar** (four hours by rail from Delhi), the capital of the native state of the same name. In the Rajah's Palace is a priceless library of oriental manuscripts, and in the armory a remarkable collection of swords. In the treasury are great teak chests of golden mohurs and costly jewels, an emerald cup cut from a single stone, and another of ruby, besides cupboards stored with priceless perfumes for the harem. The rajah also possesses an elephant carriage which will hold fifty persons and is usually drawn by four elephants.

58th day. *59th* " *60th* " **Jeypore** (four hours by rail from Ulwar), the most important of the cities of the several independent states known as Rajputana, and one of the finest and most picturesque in India, with fine, broad streets and squares, beautiful gardens and handsome palaces. The gayly dressed populace, the elephants, camels and horses on the streets, the pigeons, parrots and monkeys on trees and housetops, make a charming and spirit-stirring picture of native Indian life. Five miles distant is the ancient, but now deserted, city of Amber. Its old Palace is in itself a page from "The Arabian Nights."

61st day. **Ajmir** (three hours by rail from Jeypore), capital of an isolated British district in the Rajput states, is an ancient and splendid city, superbly situated and dominated by the old fortress of Taragarh, which is perched on the summit of a steep and lofty hill, a thousand feet above the street. The Dargah is the strange burial-place of a venerated saint, and is a much more important and imposing building than its name and purpose would imply. A short distance from the city is the Ana Saugar, one of the loveliest and largest tanks or artificial lakes in India. Beyond this is the great mosque called

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the Arhai-din-ka-jhompra, built about 1200.

62d day. **Chitore** (seven hours by rail from Ajmir). A famous fortress on an abrupt, rocky hill, rising five hundred feet above the surrounding country. Covering the summit are ruins of palaces and temples, making the hill a conspicuous object for many miles around. Chitore was taken by storm in 1290 by Ala-ud-Din, on which occasion the women of the city, rather than fall into the hands of Mussulman conquerors, entered an underground cave and were there immolated by fire (johar). The modern town of Chitore is little more than a walled village.

63d day. **Udaipur** (four hours from Chitore), the capital of the state of Mewar and of the sacred maharana (who is the living representative of the legendary hero of Ramayana), is perhaps the most picturesque and romantic city in all India. The Maharana's Palace is a very fine one, and permission to inspect it is not infrequently obtained.

64th day. Return to Ajmir by rail, eleven hours.

65th day. **Mount Abu** (seven hours from Ajmir), a de-
66th " lightful sanitarium some 5,000 feet above sea-level, has for its chief attraction the wonderful Jain temples, which are the finest examples of the Jain in India, and whose picturesque situation adds greatly to their charms.

67th day. **Ahmedabad** (four hours and a half by rail from Abu Road) is one of the most beautiful cities, architecturally, in India, and ranks next to Delhi in points of interest. It is a city of mosques, and many of these are striking examples of the combination of Hindu and Mohammedan styles of architecture. Here are remarkable baulis, or wells, built as cool refuges from the fierce heat of summer. The bird-roosts in

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the streets are a peculiarity of this city, as are also the hospitals for sick animals.

68th day. **Bombay** (nine hours from Ahmedabad), the
69th " New York of India, and somewhat resembling
70th " that city topographically, each being built on a
71st " tongue of land stretching out into a bay. There
72d " are a number of handsome buildings in the city,
73d " prominent among which is Victoria Station,
74th " which is also a government building, and was
75th " erected as relief work in a famine period. On Malabar Hill, the fashionable residential quarter, are the Parsee Towers of Silence.

The Caves of Elephanta should be visited in a steam launch, and four days be allowed for a trip to the famous **Ellora Caves,** which are the most wonderful rock-carved temples in India. They are divided into three distinct series, the Buddhist, the Brahmanic and the Jain, numbering twelve, seventeen and five respectively.

The traveler now having spent two months and a half in visiting this wonderful country, may be interested to know that Anglo-Indians, returning home, consider the dissolving view of Colaba lighthouse the most appreciated sight in all India.

Bombay to Colombo (Ceylon).

A FIVE WEEKS' TOUR, INCLUDING BOMBAY, AHMEDABAD, JEYPORE, DELHI, AGRA, CAWNPUR, LUCKNOW, BENARES, DARJEELING, CALCUTTA, MADRAS, TANJORE, TRICHINOPOLY AND MADURA.

1st day. **Bombay.** Travelers from Europe to India
2d " usually land at Bombay, the majestic British
3d " commercial metropolis of India. It has a popu-
4th " lation of about a million, with good hotels, club
5th " houses, large open squares and fine drives. The

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Victoria Station, with its government offices, is considered the finest of the European buildings in India. On Malabar Hill, the fashionable residential quarter, are the Parsee Towers of Silence. An excursion by launch to the Caves of Elephanta, also to the Caves of Montpezin (twenty-two miles by rail to Borivli) should be made. A trip to the famous Ellora Caves will require four days, but the time will not be misspent.

6th day. *7th* " **Ahmedabad** (nine hours by rail from Bombay). Once the greatest city in western India, and still beautiful and picturesque; on the Sabermuttee River. Its mosques and other buildings architecturally are among the finest in India. For a dozen miles around Ahmedabad the country is full of interesting ruins. Dada Hari's Well and his Mosque are remarkable structures well worth a special visit, and an enjoyable drive may be made to Sarkhej.

8th day. *9th* " *10th* " **Jeypore** (sixteen hours by rail from Ahmedabad), the most important city of the independent native states of Rajputana, is a progressive, well-laid-out and beautiful city, lying at the base of some bluffs. In the center of the city are the Rajah's Palace, mews, elephant stables, etc. A very interesting excursion is made to the ancient city of Amber, five miles distant.

11th day. *12th* " *13th* " **Delhi** (eight hours by rail from Jeypore), the ancient and latest capital of the great Moguls. Inside the Fort are the Pearl Mosque and the Diwan-i-Khas. The Great Mosque, Jama Musjid, is one of the largest in India, and should be visited during prayer time. Outside the city on the north is the now historic Ridge, the British position during the siege in 1857; and a few miles south of the city are Humayun's Tomb and the Kootub Minar.

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14th day. **Agra** (four hours by rail from Delhi). The
15th " beautiful one-time capital of the later Moguls.
16th " The private apartments of Shah Jehan (inside the Fort), the Pearl Mosque and the Taj Mahal, are amongst the daintiest examples of the arts of architect and sculptor to be found in all the countries of the East. A short distance out is the Tomb of Akbar at Sikandra and the deserted city of Fatipur-Sikri, the Versailles of the same ruler, although it antedates Versailles by a hundred years.

17th day. **Cawnpur** (six hours by rail from Agra), the scene of the fearful massacre of the small British garrison and hundreds of women and children during the Mutiny. No natives are permitted to visit the beautiful monument over the well into which the victims, dead and living, were mercilessly thrown.

18th day. **Lucknow** (one hour by rail from Cawnpur). A handsome city, filled with memories and memorials of the prolonged siege, the famous defense of the British Residency and the relief by General Havelock and Sir Colin Campbell.

19th day. **Benares** (six hours by rail from Lucknow), the
20th " sacred city of the Hindus, on the Ganges. The great sights are the bathing and burning ghats along the river front and the great Durga Temple, whose neighboring trees are the habitations of hundreds of monkeys; but the holy of holies is the famous sanctuary of the terrible Shiva, the Golden Temple.

21st day. **Calcutta** (thirteen hours by rail from Benares),
22d " the winter residence of the viceroy, whose
23d " palace is in the heart of the city. The chief attractions are the Maidan, a large recreation ground, along which runs the principal residential street, the Chowringhee, and on which is

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located the Museum. The zoölogical and botanical gardens are very fine.

24th day. **Darjeeling** (twenty-one hours by rail from Cal-
25th " cutta, of which six are by mountain road). A
26th " popular " hill station," or summer resort, on the foot-hills of the Himalayas, about 7,000 feet above sea-level, and commanding a magnificent view of Kinchinjinga (28,156 feet), 45 miles distant; also of the peaks of Mount Everest (29,000 feet) and several others of the most exalted peaks of the loftiest range in the world. See page 153.

27th day. Return to Calcutta.

28th day. **Madras** (forty-three hours by rail from Cal-
29th " cutta. If, however, there is a steamer leaving
30th " conveniently, the traveler had better take passage). Here was the first settlement made by the English in India, for use as a trading station, or " factory," in 1639. It is now a city of more than half a million population.

31st day. **Tanjore** (ten hours by rail from Madras). The great Pagoda is 208 feet in height. The sculptures on the gateway and shrines are wonderfully fine. Flaxman's sculptured group in Schwartz's Church is a magnificent piece of work. The Rajah's Palace contains a valuable library, chiefly of Sanscrit manuscripts.

32d day. **Trichinopoly** (two hours by rail from Tanjore). In the center of the town is the famous Rock, rising some 273 feet, surmounted by a small temple. A short distance out is Seringham, where there is a remarkable temple to Vishnu, and another to Shiva.

33d day. **Madura** (four hours and a half by rail from Tanjore), once the capital of the old Pandyan kingdom. Here is the great Temple, erected by

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Tirumala Nayak early in the seventeenth century, at fabulous cost. Another wonderful granite edifice is the Pudu Maudapam, as also is the Palace of Tirumala, now utilized as public offices.

34th day. **Tuticorin,** five hours by rail from Madura.

35th day. **Colombo** (Ceylon), three hours by steamer from Tuticorin.

Colombo (Ceylon) to Bombay.

A MONTH'S TOUR, INCLUDING MADURA, TRICHINOPOLY, TANJORE, MADRAS, CALCUTTA, DARJEELING, BENARES, LUCKNOW, CAWNPUR, AGRA, DELHI, JEYPORE AND AHMEDABAD.

1st day. Leave Colombo by steamer for Tuticorin (about thirteen hours), in the presidency of Madras, and thence take train for Madura.

2d day. **Madura** (five hours by rail from Tuticorin) was formerly the political and religious capital of southern India. The great Pagoda, or Temple of Shiva, is a superbly decorated structure, of which the new gallery alone is said to have cost fifteen million rupees. The old Palace of Tirumala Nayak, used as public offices, is one of the finest public buildings in southern India. The popular drive is around the Teppa Kulam, or Tank, which has a temple in the center.

3d day. **Trichinopoly** (four hours and a half by rail from Madura). Inside the fort is the Rock, rising abruptly to a height of 273 feet. At the top of this is a small temple. A short distance away is Seringham, where there is a remarkable temple dedicated to Vishnu, and a little farther on, a temple to Shiva.

4th day. **Tanjore** (two hours by rail from Trichinopoly)

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was the last capital of the Chola dynasty. The great Pagoda in the little Fort is considered the most remarkable of all the temples of the Madras Presidency. In the outer enclosure is a shrine to the son of Shiva, a wonderful piece of decorative building. The Palace of the Rajah contains a library of some 18,000 Sanscrit manuscripts, of which 8,000 are written on palm-leaves. Schwartz's Church contains a fine group of figures in white marble by Flaxman, representing the death of the aged missionary, Schwartz.

5th day. **Madras** (ten hours by rail from Tanjore), the
6th " third city and seaport of British India, the seat of government of the presidency and head-quarters of the Madras army, stretches for nine miles along the coast and three miles and a half inland. Among the principal buildings are the Cathedral, the Scotch Kirk, Government House, Senate House, Memorial Hall, Chepak Palace and the Arsenal. The Observatory, founded in 1792, gives the standard time to all India and is the fixed point of departure of the Trigonometrical Survey. If there is a steamer leaving conveniently for Calcutta, the traveler had better take passage on it rather than go by rail to Calcutta.

7th day. **Calcutta** (forty-five hours by rail from Madras).
8th " The winter capital of the government. The
9th " Palace of the Viceroy is in the center of the city,
10th " as is the Maidan, the great recreation ground of Calcutta, which is bordered by the Chowringhee, the principal residential street, where is also located the Museum. The botanical and zoölogical gardens are very fine and interesting.

11th day. **Darjeeling,** a notable hill station at the foot of
12th " the Himalaya Mountains, is twenty hours by
13th " rail from Calcutta. The journey hither by the

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railroad is very interesting, starting as it does from the tropical, humid heat of the capital, and in twenty-one hours landing the traveler in a region of snow-covered mountains. The altitude of Darjeeling station is 7,000 feet, and commands magnificent views of the highest peaks of the Himalayas.

14th day. Return to Calcutta.

15th day. **Benares** (thirteen hours by rail from Cal-
16th " cutta), the holy city of the Hindus, on the Ganges. The great sight is that of the bathing ghats along the river front, in the early morning. The bright river, the ghats crowded with thousands of dusky-hued bathers, and the gorgeous sunlit temples backed by the bluest of skies, combine in one of the most fascinating sights of India.

17th day. **Lucknow** (six hours by rail from Benares), the
18th " ancient capital of the kingdom of Oudh, is a handsome city. The chief object of interest here is, of course, the ruined, battered Residency, over which the Union Jack constantly waves, as reminder to the natives of the heroic and successful resistance of a few hundred half-starved Britons against the countless thousands of mutinous sepoys, in 1857. (See page 154.)

19th day. **Cawnpur** (one hour by rail from Lucknow). Here was enacted, by the infamous Nana Sahib, the foulest, cruelest and most treacherous of the dreadful tragedies which followed the outbreak of the great Mutiny. Over the well into which many scores of the outraged and mutilated victims were thrown, has been erected a monument in marble of purest white, representing the Angel of the Resurrection, and around the screen walk which marks the circumference of the well is this inscription: " Sacred to the perpetual

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memory of a great company of Christian people, chiefly women and children, who near this spot were cruelly murdered by the followers of the rebel Nana Dhundu Pant, of Bithur, and cast, the dying with the dead, into the well below, on the 15th day of July, 1857."

20th day. **Agra** (six hours by rail from Cawnpur). The
21st " Paris of India, and for a time the capital of
22d " the Mogul empire. The Fort, built by Akbar,
23d " contains the beautiful private apartments of Shah Jehan. The wonderful Taj Mahal, the Pearl Mosque and other noble edifices here are masterpieces of art in marble. A short distance out is the Mausoleum of the great Akbar, and Fatipur-Sikri (the Versailles of Akbar), with its beautiful Panch Mahal and the most magnificent gateway in the world.

24th day. **Delhi** (four hours by rail from Agra), the
25th " latest of the capitals of the great Moguls. In-
26th " side the Fort are the Pearl Mosque and the Diwan-i-Khas, in which stood the famous peacock throne, of whose costly ornamentation the great Kohinoor diamond once formed a part. The Great Mosque is one of the largest in India, and should be visited during prayer time. Outside the city is the **Ridge,** from which the British operations against the mutineers were conducted during the heroic siege of 1857; the Tomb of Humayun, the father of Akbar; and the beautiful column or tower, the Kootub Minar.

27th day. **Jeypore** (eight hours by rail from Delhi), the
28th " capital of the native states of Rajputana, handsomely laid out with wide streets, a striking contrast to most of the other cities of India. The traveler should try to be here on some public occasion, and see a real oriental procession of elephants, camels and magnificent horses, be-

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longing to the rajah. A trip to the Amber Palace is an experience which the traveler should not fail to take and enjoy.

29th day. **Ahmedabad** (fourteen hours by rail from
30th " Jeypore) is a very beautiful and interesting city. The number and the varied character of the architecture of its mosques will greatly attract the visitor.

31st day. **Bombay** (nine hours by rail from Ahmedabad). The greatest commercial city of India, and the port of departure for Europe. The Apollo Bunder is handsomer than the Battery at New York, which city Bombay somewhat resembles, topographically, and New York has no Malabar Hill, which is the aristocratic quarter of this city. Strange to say, it is on this hill that the Parsees have their unique cemeteries, the Towers of Silence.

Royal and dower-royal, I the queen,
Fronting thy richest sea with richer hands—
A thousand mills roar through me where I glean
All races from all lands.

—*Rudyard Kipling.*

Bombay to Colombo (Ceylon).

THROUGH SOUTHERN INDIA VIA POONA, HYDERABAD, MADRAS, BANGALORE, SERINGAPATAM, OOTACAMUND, TRICHINOPOLY, TANJORE, KUMBAKONAM, CHIDAMBARAM, MADURA AND TUTICORIN.

1st day. **Poona** (four hours by rail from Bombay). The
2d " journey is one of the most beautiful in India. A stop should be made en route at Kalyan Junction for the purpose of visiting the temple at Ambarnath, which is an unspoiled specimen of Hindu architecture. Poona is a handsome city of 130,-

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000 population. It is the headquarters of the Bombay army and the summer capital of the presidency.

3d day. **Hyderabad** (about eighteen hours by rail from
4th " Poona) is the capital of the Nizam, the most
5th " important of the independent princes of India. It is a modern city, the center of attraction being the famous Char Minar, or College of Four Minarets, and the Nizam's Palace. The bazaars of Hyderabad are extremely picturesque and are generally thronged with natives from all parts of India. Golconda is a seven-mile drive from Hyderabad. The village was proverbially famous for its diamonds, which, however, were merely cut and polished here, being generally found near the southern frontier of the nizam's dominions. The Tombs of the Kings and the Citadel are the principal attractions of Golconda. A very interesting excursion can be made from Hyderabad to Warangal, about a hundred miles distant, where inside the fort are some wonderful gateways, or arches; and six miles farther on is the "Thousand-pillared Temple" of Hanamcondah, one of the most remarkable in India.

6th day. **Madras** (twenty-three hours from Hyderabad),
7th " the third city of British India, capital of the
8th " presidency and headquarters of the Madras
9th " army. At Mahabalipuram, about thirty-five miles by carriage and boat from Madras, are the Seven Pagodas, presenting a series of architectural wonders from 200 B.C. to recent times. This is one of the most interesting places in all India to the archæologist.

10th day. **Bangalore** (twelve hours by rail from Madras),
11th " in Mysore, is one of the most delightful of Indian cities and one of the healthiest for Europeans. It is a first-class British cantonment, with a

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Residency, public offices, Central College, barracks, parade-grounds, race-course, the Maharajah's Palace and a public park. The jail is one of the finest in the peninsula.

12th day. **Mysore** (seven hours by rail from Bangalore).
13th " At Maddur station, half-way between Bangalore and Mysore, the traveler should stop off to visit the celebrated Falls of the Cauvery at Shivasamudram, which are unrivaled in all India for their romantic beauty. They are thirty miles distant from the station. **Seringapatam,** the old capital of Tippoo Sahib, in Mysore, is situated on an island in the River Cauvery. Tippoo's Tomb is at the lower end of the island, and the inscription states that he died a martyr to Islam.

14th day. Return from Mysore to Bangalore (eight hours by rail).

15th day. **Ootacamund** (reached in about twenty-four
16th " hours by rail from Bangalore to Coonoor, thence
17th " by road twelve miles) is a popular sanitarium in the Nilgiri Hills. It lies 7,228 feet above sea-level, and is cradled in an amphitheater of lovely hills, the loftiest being Dodabetta, 8,760 feet high. The hill tribes of the Nilgiris are among the most primitive of the races of India.

18th day. **Trichinopoly** (fourteen hours by rail from
19th " Coonoor) is a military cantonment with several native villages. Inside the fort is the Rock, rising abruptly to a height of 273 feet, surmounted by a small temple. About two miles from the Rock is the town of Seringham, in which are the grand Temple of Vishnu and the Hall of a Thousand Pillars, and a short distance farther on, a temple dedicated to Shiva.

20th day. **Tanjore** (two hours by rail from Trichinopoly). The great Pagoda in the little Fort is considered

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the most remarkable of all the temples in southern India, and is in a good state of preservation. In the outer enclosure is the wonderful shrine of Kartikkeya, the son of Shiva. The Palace of the Rajah is a vast edifice of no great architectural merit, but within it there is a priceless collection of Sanscrit manuscripts. In Schwartz's Church is a fine group of marble figures by Flaxman, representing the death of the aged missionary.

21st day. **Kumbakonam** (one hour by rail from Tanjore) is celebrated among the Hindus for its learning, and has been termed the Cambridge of India. There is a very beautiful Gopura, and the Tank is one of the handsomest in India, its banks being studded with small but picturesque temples and pagodas.

22d day. **Chidambaram** (two hours by rail from Kumbakonam), once the capital of the Chola kingdom. Has a magnificent group of temples (within an enclosure covering 32 acres) which belong to a peculiar sect of Brahmans, numbering some 250 families, who marry only among themselves. The Hall of a Thousand Pillars looks like a forest of granite columns, all monoliths twenty-five feet high. The Pillyar Temple contains the largest belly-god in India. The sanctuary is an ugly copper-roofed enclosure, with an image of Shiva, dancing, in the interior. The Shivagange, or Golden Tank, 150 feet square, is particularly handsome, each of its sides consisting of a spacious flight of steps.

23d day. **Madura** (twelve hours by rail from Chidam-
24th " baram). The great Pagoda, or Temple of Shiva, is a superbly decorated structure of fabulous cost. The old Palace of Tirumala Nayak, used as public offices, is one of the finest public build-

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ings in southern India. The popular drive is around the Teppa Kulam, or Tank, which has a temple in the center.

25th day. **Tuticorin,** five hours by rail from Madura.

26th day. **Colombo** (Ceylon), twelve hours by steamer from Tuticorin.

Kashmir Valley.

Who has not heard of the Vale of Cashmere?
With its roses the brightest that earth ever gave;
Its temples, and grottoes, and fountains as clear
As the love-lighted eyes that hang over their wave.
— *Lalla Rookh.*

The **Vale of Kashmir** was the popular summer resort of the Mogul emperors, and here Jehangir used to celebrate the Feast of Roses with his beautiful Nourmahal, the light of his harem; and the visitor of to-day can see the remains of the beautiful garden terraces designed by that clever woman.

But the valley possesses other attractions than those mentioned by the poet Moore. The mountain scenery is superb, and the entire district, as a whole, is probably unequaled for scenic beauty in the world — and with all that, it is quite accessible. About 52 hours by rail from Bombay, 48 hours from Calcutta or 7½ hours from Lahore will bring the traveler to **Rawal-Pindi,** on the Northwestern Trunk Line to Peshawer, where tonga is taken over a good road, 162 miles, to **Baramula** on the River Jhelum, where the traveler has the option of finishing the remaining 35 miles to **Srinagar,** the capital of Kashmir, by tonga or by boat. The latter takes a much longer time. The tonga journey from Rawal-Pindi to Baramula can be made in three days, with stops at Murree and Gurhi. There is also a narrow-gauge railway under construction from Jammu over the Bannihal Pass.

The months of May, June, September and October are

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the pleasantest in the valley, and although much enjoyment can be had within a few days, with Srinagar as headquarters, a longer time is necessary if the traveler wishes to become better acquainted with the grandest scenery of the valley. The popular way is to hire a house-boat, and a camping outfit is necessary if one wishes to enjoy some ibex and markhor shooting. Srinagar, the Venice of the East, extends several miles along both banks of the winding Jhelum River, has a population of 125,000 and is the capital of Kashmir. A good view of the city and its surroundings can be had from the top of the **Takht-i-Suleiman,** 987 feet above the city, and a delightful excursion can be made to **Dal Lake,** one of the most beautiful in the world, where are the famous floating gardens.

A longer excursion is to the ruins of **Martand, Varnag** (a favorite resort of Nourmahal), and the incomparable **Liddar Valley,** which has been called the "Garden of Paradise." Another delightful excursion is up the **Sindh Valley** to **Sonamarg** and the foot of the **Zojila Pass,** or to **Gulmarg,** the hill station of Kashmir, from which a fine view of snow-covered **Nanga Parbat** (26,620 feet) is obtained.

Visitors should bear in mind that Kashmir is a semi-independent state, a feudatory of British India. The present maharajah extends to strangers every courtesy. The country is as safe to travel in as any in the world, and, like all countries where British authority obtains, has excellent postal and telegraph service.

Gilgit, on the border of Afghanistan, is the highest military post in British India.

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SIAM.

Singapore to Bangkok and Return.

Bangkok, the capital of Siam, is reached in about five days by steamer from Singapore, in the Straits Settlements. It is located about twenty miles up the Menam River, and presents the interesting combination of a thriving European community and an oriental court, still keeping up the oriental formalities of bygone centuries. The city lies very low, but is quite picturesque,—a sort of tropical Venice. More than half of the population live in floating houses, or houses raised upon poles, on or along the banks of the numerous canals and short arms of the river. This is a precaution against inundations, which are of common occurrence here, owing to the low surface of the region. Many of the waterways referred to are overarched by trees, with old temples and palaces peeping out here and there.

Besides the Royal Palace, the most interesting objects in Bangkok are the wats or temples, and these are numerous and gorgeous. Among them are the temple at the mouth of the Menam, Wat Sahket, or Golden Mount, Wat Nun and Wat Sutat.

Apart from Bangkok, there is little to detain the traveler in Siam. It is possible to make one's way up the Menam and Meiping Rivers to Chiengmai, the second city in the country, and the center of the great teak-wood industry; but this journey occupies several weeks, and there is little or no game, and not much else of special interest to be seen en route.

Strange to say, the inhabitants of Siam are very fond of bicycling, and the queen of Siam is frequently seen riding, accompanied by her maids of honor.

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JAVA AND SUMATRA.

An Itinerary of a Six Weeks' Tour,

INCLUDING BATAVIA, BUITENZORG, SOEKABOEMI, SINDANGLAJA, BANDOENG, GAROET, DJOKJOKARTA, PRAMBANAN, BORO-BOEDOER, SOERAKARTA, SOURABAYA, TOSARI, BROMO, CHERIBON, KRAKATAU, PADANG AND PADANG-PANDJANG.

It is strange that while the winter months are best for visiting India, May and June are the best for touring through the Dutch Archipelago, as by that time it has "ceased raining," except for an occasional shower.

In the following itinerary the dates of the steamer departures are of course tentative.

1st day. **Batavia.** Java is reached in about thirty-six
2d " hours from Singapore. The port of landing is an interesting city, although the lower town with its native and Chinese population is not over-clean; but Weltevredon, the European suburb, is charming, with its shady streets, spacious squares and pretty villas. Early morning band concerts (5.30 to 6.30) are given in the Zoölogical Gardens and Waterlooplein.

3d day. Leave Batavia by train for **Buitenzorg,** the
4th " seat of the governor-general, whose palace is in
5th " the magnificent Government Botanical Gardens,
6th " which are perhaps the finest in the world, and were established in 1817. Leave Buitenzorg by train across the saddle between Mounts Salak and Gedeh to **Soekaboemi,** a beautiful sanitarium with a lovely climate of an average temperature of 75° Fahr. A beautiful drive can be made to Wijnkoopsbaai, one of the few attainable points on the south shore of the island.

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7th day. **Sindanglaja.** This beautiful resort is reached
8th " by rail and trap from Soekaboemi, and can be
9th " made the center of many delightful mountain excursions, especially to the waterfalls of Tjibeureum, Tjikoendoel and Tjibodas; and from here the ascent of the active craters of the Gedeh and the Pangerango can be made.

10th day. **Bandoeng,** a short distance by train from
11th " Sindanglaja, is another good center for excur-
12th " sions, the principal one being to the crater of the Tangkoeban-Prahoe.

13th day. Leave Bandoeng for Tjitjalengka and Garoet.

14th day. **Garoet.** A clean and pretty little town situ-
15th " ated in the midst of volcanoes, the principal one being the Papandajan, which is easily accessible.

16th day. Leave Garoet by rail to Djokjokarta.

17th day. **Djokjokarta.** Visit the fort and the resident's splendid house and grounds. The sultan's palace, the great Kraton, is situated in a walled enclosure four miles in circumference, and contains numerous buildings, ponds, canals, campongs, elephant stables and a menagerie, and is populated by 15,000 persons belonging to the retinue of the court. On festive occasions one can witness a representation of "wajang wong."

18th day. Make excursion to the ruins of the temples at **Prambanan,** which are of Hindu-Buddhist origin, and are very extensive and interesting.

19th day. Drive from Djokjokarta to the renowned Buddhist temple of **Boro-Boedoer,** built in the eighth or ninth century, and consisting of a series of bas-reliefs representing scenes in the life of Buddha, surmounted by a cupola in which sits Buddha, the teacher. Resume drive, and spend the night at Magelang.

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20th day. Drive from Magelang to Ambarawa, stopping en route to ascend Mount Pinggit, to view the **Valley of Kedoe,** the "Paradise of Java."

21st day. By rail from Ambarawa to **Soerakarta,** the
22d " heart of the ancient kingdom of Mataram, and residence of the native sultan, Mangkoe Negoro, whose palace is inside the Kraton.

23d day. By rail from Soerakarta to Sourabaya.

24th day. **Sourabaya,** the second town in Java, and the military headquarters of east Java. Here, too, are the dockyards and artillery workshops. The town is indeed a very busy one, but not attractive for residence.

25th day. Leave Sourabaya by train for Pasoeroean, thence by car for Tosari.

26th day. **Tosari** is the highest health resort of Java,
27th " lies on a small promontory of the Tengger
28th " ridges, and commands one of the most mag-
29th " nificent views of east Java. Many wonderful excursions can be made from Tosari, the principal one, of course, being over the Moenggal Pass to the **Zandsee** (sea of sand), with its volcanoes, **Batok, Bromo** and **Widodaren.** If the traveler happens to be here during the great Bromo festivities in the month of May, he will see thousands of people camped on the Sand Sea at the foot of Bromo. Another wonderful trip is to the Seméroe, the highest volcano in Java (12,093 feet).

30th day. Return from Tosari to Sourabaya, via Pasoeroean.

31st day. Leave Sourabaya by steamer for Batavia,
32d " stopping at **Cheribon** en route. The town is
33d " situated at the foot of the Tjerimai Volcano.

34th day. Leave Batavia by steamer through the Straits of Sunda for Padang, Sumatra. We see the

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colossus **Krakatau,** whose terrific eruption on August 27, 1883, together with the tidal wave that followed, swept away 36,000 people, with their cattle and villages. Five miles from the place of the catastrophe people died from burns, while the fine particles of dust in the air are said to have caused the beautiful sunsets observed over the entire globe for many months after.

35th day. Arrive at Padang, and leave for Padang-Pandjang by train over a road which bears a striking resemblance to the St. Gothard in Switzerland, between Goeschenen and Andermatt. Time about four hours.

36th day. **Padang-Pandjang** is a good center to make
37th " excursions from, which can include Anei Pass,
38th " Fort de Kock, the active Volcano Merapi and
39th " Lakes Singkarah and Manindjau. Most of the points of interest can be reached by rail. The inhabitants have a proud bearing, and the women are quite handsome.

40th day. Return by rail to Padang. Notice the peculiar peaked roofs of the native houses.

41st day. Leave Padang by steamer for Batavia.

42d day. Arrive at Batavia, thence by steamer to Singapore, where connection can be made to points east or west.

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CHINA.

One Month's Tour in the Flowery Kingdom,

INCLUDING SHANGHAI, TAKU, TIENTSIN, PEKIN, THE GREAT WALL, MING TOMBS, HONG KONG, CANTON AND MACAO.

1st day. **Shanghai** is reached by direct steamer from
2d " Europe, or, in two days, from Japan. It is a bright, cheerful city, well laid out with handsome public buildings and club houses. Each important foreign nation has its separate concession. Bubbling-Well Road is a handsome driveway, the private residences being surrounded by spacious compounds. It is a great center of trade in silks and brocades, and there is much display of wealth and elegance by the native as well as the foreign population.

3d day. Leave by local steamer for Taku, to which
4th " port there are also steamers from Japan; thence by rail, via Tientsin, for Pekin.

5th day. **Pekin,** the mysterious city of the East, had
6th " rude awakenings from centuries of seclusion
7th " when, in 1840, the armies of England and France dictated terms of peace at the capital of China; and in 1900, when the Boxer rising compelled the occupation of the city by troops of all nations, and its innermost recesses were laid bare by the "foreign barbarians." In shape Pekin may be roughly described as a square within an oblong, the former standing for the Tartar, and the latter the Chinese city. The outer walls, which are about sixty feet high and of immense thickness, stand about 150 yards from the enclosed city,

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the space between being occupied by a barren, sandy waste. Around the inner circumference of this sandy waste are two smaller walls of considerable height, enclosing the Imperial or Yellow City, and the Forbidden or Violet City. The Tartar City is very filthy, the one bright spot being the Legation Street, which made such a heroic defense against the hordes of murderous Boxers in 1900, episodes only equaled during the Indian Mutiny. Pekin is not nice or interesting, except to those who can obtain an entrée into the Forbidden City to see the wonderful treasures of Chinese art within the Imperial Palace, which is like an oasis in a desert of shabbiness. In the Chinese City are the Temple of Heaven, where the emperor offers sacrifice, and the Temple of Agriculture; but foreigners are generally excluded from both.

8th day. Leave Pekin by pony for **Nankau** (thirty-three miles).

9th day. Leave Nankau, passing an offshoot of the Great Wall in about five hours; thence via **Chatau Pass,** which is fifteen miles long and has an altitude of 2,100 feet at the highest end, to Huai-lai.

10th day. Huai-lai to Ki-ming.

11th day. Ki-ming to Yu-lin, over a pass which commands a fine view of the Great Wall, now towering on a summit, now lost in a valley, winding like a huge serpent in its course of fifteen hundred miles.

12th day. Yu-lin to **Kalgan,** built on the banks of a swift-flowing river at an elevation of 2,450 feet, where the **Great Wall,** running down the spurs of the range on the east, crosses the river to ascend immediately on the southern side. The town of Kalgan blocks the passes leading from

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Mongolia, and the great caravan route lies across it.

13th day. Leave Kalgan for Hsuen-hwa.

14th day. Leave Hsuen-hwa for **Huai-lai,** a fortified town of some importance.

15th day. Leave Huai-lai for **Cha-tau,** a walled town situated a mile and a half from the entrance gate of the wall in the pass, which curves back until its flanks reach the Great Wall.

16th day. Leave Cha-tau for Chang-ping-Chau, skirting the beautifully cultivated hills to the **Imperial Ming Tombs.** The original conception of the mausoleums of the thirteen emperors of the Ming dynasty was grand. A noble causeway ran down the middle of a plain, over marble bridges and under monumental arches, and was flanked by huge, sculptured figures of warriors and animals. In the fourteenth century the Mings were displaced by the present Manchu dynasty, who have their imperial tombs near Mukden (Manchuria).

17th day. Leave Chang-ping-Chau, and after traveling several miles arrive at the **Tomb of Yung-lo,** the greatest of the Ming emperors. The imposing style of the buildings, the lavish display of ornaments and marble, and the beauty of the trees and shrubs, combine to make this tomb the finest and most impressive of all. The night is spent in Sha-ho.

18th day. To Pekin, in about six hours.

19th day. To **Hankow,** on the **Yangtse River,** by rail;
20th " about thirty-six hours through an agricultural
21st " country. There is a weekly express train which covers the distance in a little over twenty-four hours. The Bund at Hankow is, after that at Shanghai, the finest in China. There is a good

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hotel, and a race-course. From Hankow to **Ichang,** the head of steam navigation, takes about seven days. The scenery of the river is level until, below Ichang, the gorge known as the **Tiger's Tooth** is reached. This is a splendid natural arch spanning a ravine. Beyond Ichang the upper reaches of the Yangtse are a succession of rapids and gorges. The scenery is magnificent, but a special permit for passage is required from the several mandarins governing the provinces passed through. There is no traveling accommodation beyond Ichang, and a house-boat must be hired. Although the beautiful **Yangtse Valley,** under the "British sphere of influence," may become a highway for tourists, the time is not yet here.

22d day. Hankow to Hong Kong by steamer, via
23d " Shanghai. There is frequent communication
24th " between the three cities, the voyage taking
25th " about four days.

26th day. **Hong Kong,** the British stronghold in China,
27th " and one of the most fascinating and picturesque places in all the East. Approached by tortuous and strongly fortified passages, the town of Victoria, like Gibraltar, lies along the base of a high hill called the Peak, which commands a fine view of one of the four greatest harbors of the world. The English church, amid tropical vegetation, and guarded by a heavy piece of ordnance which can sweep the whole town if necessary, is a strange combination in a strange land. Hong Kong's one street leads to Happy Valley, where are the cemeteries and a race-course. Leave by night steamer for Canton.

28th day. **Canton.** Although Canton is one of the best
29th " Chinese cities to visit, as far as cleanliness and order are concerned, yet we are thankful for the proximity of Hong Kong, with its British mili-

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tary and naval forces. The Cantonese are traders, and their city is a walled one externally and internally, and is interesting. The life on the Pearl River is a great feature, half the population living on river-boats called sampans.

30th day. Leave Canton by steamer for Macao.

31st day. **Macao,** the ancient Portuguese settlement in China, is quite picturesque, although there is not much of Chinese life to be seen here. It is, in fact, a bit of old Portugal transplanted to the Far East. The Portuguese poet, Luis Camoëns, is said to have composed his chief work, the "Lusiad," here.

32d day. Sail across the beautiful bay to Hong Kong.

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JAPAN.

The best seasons to visit Japan are the spring and the autumn, from the first of April to the end of June, and from the first of September to the end of November. The charm of Japan lies in the simplicity of the life of the Japanese, their happy knack of making much out of little, and the outdoor life in a naturally beautiful country.

In the following seven weeks' tour there is nothing that any one in good health may not accomplish, but one must be prepared to stand a good climb, and to walk five miles or so when ponies or jinrikishas are not procurable. In central Japan there are two great roads to Nikko, the Mecca of Japan, namely, the Tokaido and the Nakasendo. The former is now traversed by railroad, but on the latter there are still some 120 miles over the mountains that can only be done by rikshas, and in some places on foot.

Seven Weeks' Tour from Yokohama to Nagasaki, including the Nakasendo.

1st day. **Yokohama,** the chief of the treaty ports of
2d " Japan, is eighteen days from San Francisco via
3d " Honolulu; fourteen days from Vancouver by
4th " the Canadian Pacific Line of steamships; sixteen days from Seattle; and about six days from Hong Kong. Yokohama is a pleasant city, situated on the Bay of Tokio. The European residential quarter is on the Bluff, and a beautiful riksha ride is around by Mississippi Bay. The principal excursion is to the ancient city of **Kamakura,** where is the celebrated Daibutsu, or colossal bronze statue of Buddha, with many other interesting examples of the art and

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architecture of old Japan. A pretty drive of four miles from Kamakura is to the peninsula, or island, of Enoshima.

5th day. **Miyanoshita.** This charming hill resort is
6th " situated in the Hakone Mountains, and is easily
7th " reached by rail to Kozu (where there is a fine view of the great volcanic mountain, Fuji), thence by tram to Yumoto (where there is a very pretty cascade), and thence by rikshas. There are many pretty walks around Miyanoshita, and the view down the Dogashima ravine is very beautiful when the maple leaves are turning.

8th day. Leave Miyanoshita for Ashinoyu, famous for its sulphur springs. From a small eminence (Benton-yama) near is obtained a magnificent view of Odawara Bay; thence to Hakone (situated on a lake which reflects the image of Fuji-yama), over the mountains by the **Ten Province Pass** to Atami. The view from this pass includes ten provinces, and is "something never to be forgotten." Time from Miyanoshita, about eight hours.

9th day. **Atami,** a favorite winter resort, is situated on
10th " Odawara Bay, in the Riviera of Japan. There are hot springs here, and a geyser (in the middle of the town), which breaks out every four hours.

11th day. Leave Atami by riksha-tram along the coast to Odawara (about four hours); thence by rail to Tokio.

12th day. **Tokio** (previously to 1869 known as **Yedo**), the
13th " metropolitan city of modern Japan, has a popu-
14th " lation approximating two millions, and covers
15th " an area of nearly a hundred square miles. In
16th " recent years much of the old city has been pulled down or burnt out, and many buildings in modern European style have been erected.

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Streets have been widened, sanitary arrangements introduced, foreign dress has been generally adopted by men, and numerous old customs have disappeared. A new city has grown up in the midst of the old. The palace of the emperor stands in the heart of the city, on the site once occupied by the ancient castle of the shoguns — rulers of Japan (nominally subordinate to the mikado) for several centuries. Two great attractions are the Shiba Park and Ueno Park, where are many temples and tombs, marvels of Japanese architecture and art. In these parks, and in many of the streets of the city, are planted thousands of cherry trees. In blooming season, from a little hill (Marayama) at the back of Shiba, a most delightful view may be had, overlooking the bay, and the city is seen daintily decorated with cherry blossoms and its atmosphere densely charged with their fragrance. At Asakusa-Kwannon is a notable temple, a visit to which should by no means be missed. The surrounding grounds are a great holiday resort, and the stranger has a good opportunity to see how the middle and lower classes of Japan take their pleasures, intermixed with religious worship.

17th day. **Nikko** (ninety miles by rail from Tokio). The
18th " Japanese have a proverb which says that one
19th " should not say "kekko," meaning "magnificent," until Nikko has been seen. Here are the magnificent tombs and shrines of the Tokugawa shoguns, Ieyasu and Iemitsu, embedded among groves of giant cryptomeria trees, amid picturesque mountain scenery, making the resort the most popular one for pilgrims in Japan. Lying 2,000 feet above the sea, Nikko is a charming summer resort, and many of the foreign residents of Tokio have residences here.

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20th day. To Chuzenji Lake, 4,375 feet above the sea, and a stiff climb by pony or chair. From Nikko the trip includes many beautiful views. In mid-October it is glorious.

21st day. **Chuzenji,** the Mecca of thousands of pilgrims for a few days in July and August, for an ascent of Nantai-zan as a religious exercise. At other times it is a quiet place. Its surroundings are delightful. The chief attraction is the cascade of Kegon, which dashes over a precipice to the gorge 250 feet below.

22d day. **Higashi Ogawa,** twenty-one miles and a half from Chuzenji via Yumoto and the Konsei Pass, through a dense forest. Travelers will have to walk over the pass.

23d day. **Numata,** about seventeen miles from Higashi Ogawa, through rugged and superb scenery.

24th day. **Ikao,** about thirteen miles from Numata, the
25th " road following the Tonegawa to Shibukawa. This popular summer resort commands grand views of the valleys of Agatsuma-gawa and Tonegawa, and is celebrated for its wild-flowers and song-birds. There are also mineral springs.

26th day. **Karuizawa** is reached from Ikao by rikshas to
27th " Shibukawa, thence by train. From here the ascent of **Asama-yama** can be made. It is the largest active volcano in Japan (8,280 feet), and the most accessible. The excursion to the top and back can be made in one day.

28th day. **Higashi Mochiya,** at the foot of the Nakasendo range, is reached by rail to Oya, thence by riksha.

29th day. Over the **Wada Pass,** which is the highest and longest on the Nakasendo, being 5,300 feet above sea-level. A magnificent prospect is to be enjoyed from the summit of the pass, including Asama-yama, Lake Suwa and the Hida-Shinshu

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range. The night is spent at Shimo-no-Suwa, about twenty miles from Higashi.

30th day. At **Shimo-no-Suwa,** the center of the silk industry, and a favorite spa.

31st day. Over the **Shiojiri Pass,** the second highest (3,340 feet) on the Nakasendo, or Central Mountain road, commanding a grand view, which includes Yatsu-ga-take, Koshu, Koma-ga-take and the cone of Fuji. The night is spent at Niegawa (twenty-two miles from Shimo), which is located near the River Kiso, whose course will be followed the rest of the way.

32d day. Over the **Torii Pass** (3,150 feet), which derives its name from the massive granite torii on the summit. The night is spent at Fukushima, about eighteen miles from Niegawa.

33d day. **Suwara,** about thirteen miles from Fukushima, through some wild and romantic country, the scene of the awakening of Urashima, the Japanese Rip Van Winkle, whose bed all native travelers stop to see.

34th day. **Nagoya** is reached by rikshas to Nakatsu-gawa,
35th " the route following the romantic Kiso, thence by rail. Nagoya is a large and prosperous city, capital of the province of Owari, and renowned for its picturesque old castle, which is still one of the wonders of Japan and is a fine specimen of an old Japanese stronghold.

36th day. **Kioto** (ninety-four miles by rail from Nagoya),
37th " the capital of old Japan and the most interesting
38th " city in the empire. Although the court has per-
39th " manently left Kioto for Tokio, the many cen-
40th " turies of acquaintance with court life have left
41st " their impress on the population. Here are
42d " found royal palaces, the finest of Buddhist and Shinto temples, pagodas and landscape gardens; and the melodious sound of great bells from

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the monasteries at eventide reminds one of the angelus in far-away Brittany. Here are also to be found the best and most artistic cloisonné, porcelain, Damascus ware, lacquer and bronze objects of art, costly and fanciful products of Japanese æstheticism. In fact, Kioto is the most refined and artistic city in Japan. A delightful excursion is to **Arashi-yama** (glorious in spring and fall foliage), by shooting the rapids in large flat-bottom boats. Lake Biwa is another beauty spot.

43d day. **Nara** (twenty-six miles by rail from Kioto).
44th " Once a great monastic city, now fallen into decay, but still possessing great beauty in its parks and shrines. Like Kamakura, Nara owns a Daibutsu, said to be the largest image of Buddha in Japan, but inferior as a work of art to the one at Kamakura.

45th day. **Osaka** (twenty-five miles by rail from Nara) the principal commercial city of old Japan, is built on the banks of the Yodogawa and alongside numerous canals, reminding the traveler of an old city in Holland. The principal object of interest is the castle, built in 1583 by the famous Shogun Tai-So-Sama, who, to say the least, was not small in his ideas as a mason.

46th day. **Kobe** (twenty-one miles by rail from Osaka).
47th " A pretty little seaport and European settlement on Osaka Bay, adjoining the Japanese city of Hiogo. Its imports and exports exceed those of any other place in Japan, and the town is rapidly growing. A delightful excursion is to the Moon Falls.

48th day. The **Inland Sea.** There are various ways of
49th " seeing this beautiful piece of water, by private yacht or local steamer, but in the author's estimation it is sufficiently well seen from the deck

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of the Pacific liner, as she passes through it on the way from Kobe to Nagasaki. The famous Japanese fortress Shimonoseki is 239 miles from Kobe, and from Nagasaki 387 miles. The passage generally takes about thirty-two hours from Kobe to Nagasaki.

50th day. **Nagasaki** is the most attractively located of all the "European cities" in the country, besides being the oldest of them. It is a port beloved of sailors, and the scene of Pierre Loti's "Madame Chrysanthemum." From Nagasaki steamer can be taken to Shanghai or Hong Kong, or back to America via the Inland Sea, Kobe and Yokohama.

One Month in Central Japan.

YOKOHAMA TO NAGASAKI, VIA THE TOKAIDO AND THE INLAND SEA.

1st day. **Yokohama.** Approaching from the sea, the
2d " traveler has his first view of Fujiyama, then
3d " the bluffs appear, and soon he distinguishes the Grand Hotel on the Bund. Yokohama itself is not much of a sightseeing town, but a day or two may be very pleasantly spent in the city and making ourselves acquainted with the habits of Japanese city life. A beautiful riksha ride is around Mississippi Bay, behind the bluffs, but the most important excursion is to **Kamakura** to see the great bronze Daibutsu, or Great Buddha, and to the island of Enoshima, a popular holiday resort.

4th day. **Tokio** (one hour by rail from Yokohama), the
5th " modern metropolis of Japan. The Palace of the
6th " Emperor is in the center of the city, within a
7th " double line of moats, and the Imperial Hotel

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overlooks one of these where wild fowl rest in perfect security. In Shiba and Ueno Parks are ancient shrines of numerous shoguns, with buildings and driveways made lovely in the spring with the blossom and the perfume of cherry and plum trees. That combination of pleasure and religious rite, Asakusa Park, is also very interesting.

8th day. *9th* " *10th.* " **Nikko** (ninety miles by rail from Tokio). The railroad follows the ancient holy road, lined with tall cryptomeria trees. Nikko is one of the most beautifully located, as well as the most artistically interesting, of places in Japan. The shrines of the great shoguns, Ieyasu and Iemitsu, are embedded in parklike surroundings, and the contrast of gilded temples and red pagodas against the dark mountain foliage is charming. An easy trip is up the mountain, past many magnificent views, to Chuzenji Lake, with luncheon there in view of the Kegon Falls, which dash over a precipice to the gorge 250 feet below.

11th day. Return by rail from Nikko to Yokohama.

12th day. *13th* " *14th* " **Miyanoshita.** This popular resort in the Hakone range is reached by rail from Yokohama to Kozu, thence by train to Yumoto (where there is a pretty cascade), thence by rikshas up the beautiful Dogashima gorge. From Myojoga-take, the big hill immediately opposite Miyanoshita, there is a magnificent view of Fujiyama. At Ojigoku there are hot sulphur springs, and Hakone Lake reflects the image of Fujiyama on its placid waters.

15th day. *16th* " **Atami.** Leave Miyanoshita by riksha, via Ashinoyu to Hakone, thence over the mountains by the **Ten Province Pass.** The landscape view from this pass is one of the finest in Japan. The distance is about eighteen miles, and time about

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eight hours. Atami is a favorite winter resort of the Japanese, as, facing the bay and protected by mountains, it somewhat resembles the Riviera. There are hot springs here.

17th day. Leave Atami by riksha train for Odawara (four hours), thence by train for Kozu. This is a beautiful ride along the shore of the bay. From Kozu take train for Shizuoka, seventy-one miles. At Gotemba there is an uninterrupted view of Fujiyama, and the volcano can be ascended from here from about the middle of July until the middle of September. Another fine view of Fuji is obtained from the line around Suzukawa.

18th day. **Nagoya** (115 miles by rail from Shizuoka), a prosperous city with 180,000 population. The chief attraction is the feudal castle, one of the best specimens in Japan, and very picturesque.

19th day. **Kioto** (ninety-four miles by rail from Nagoya).
20th " The heart of old Japan, and the center of Jap-
21st " anese art. The monasteries with their temples
22d " and pagodas are most picturesque, besides being
23d " amongst the largest in the country. A trip to Lake Biwa and back, by the seven tunnels, is interesting, but the chief trip is to **Arashi-yama** (gorgeous in spring with cherry blossom or in fall with foliage) by the famous rapids, which are descended in flat boats, skillfully steered by the use of long poles, to avoid being dashed against the rocks.

24th day. **Nara** (twenty-six miles by rail from Kioto), an old and picturesque monastic city, now fallen sadly into decay. The deer in the ancient parks are very tame. There are numerous immense images of Buddha, both sitting and reclining. One, at least, rivals that of Kamakura.

25th day. **Osaka** (twenty-five miles by rail from Nara).

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The Venice of Japan, being built on numerous canals, but there the resemblance stops. It is a city of considerable commercial importance. The chief objects of interest are the temples and castle. The latter was built in 1583 by the famous Tai-So-Sama, who used in its construction stones of immense size.

26th day. **Kobe** (twenty-one miles by rail from Osaka).
27th " The picturesque European settlement of Hiogo.
28th " Besides the adjoining city of Hiogo, there is a beautiful excursion to the Moon Falls. All the Pacific steamship lines stop at Kobe, on their way from Yokohama to Nagasaki and Hong Kong. Most people take passage on them through the beautiful **Inland Sea** to Nagasaki.

29th day. **Nagasaki** is reached in about thirty-two hours
30th " from Kobe. The voyage is a delightful one, a stop being made at the famous fortress of Shimonoseki, which is the key to the straits. Nagasaki is a delightful city, and is very popular with sailor-men. It was the scene of Pierre Loti's "Madame Chrysanthemum." Steamers can be taken here for Shanghai or Hong Kong, or back to America via the Inland Sea, Kobe and Yokohama.

Three Weeks' Tour from Kobe to Yokohama via the Tokaido.

1st day. **Kobe,** the European settlement of the large city of Hiogo, at the head of the Inland Sea. A pretty excursion is to the Moon Falls, and Hiogo should be visited.

2d day. **Osaka** (twenty-one miles by rail from Kobe). The commercial city of Japan, sometimes called the Venice of Japan, on account of its numerous canals. The castle is very interesting, on ac-

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count of the colossal ideas of its builder, the famous Tai-So-Sama. Leave same day for Nara.

3d day. **Nara** (twenty-five miles by rail from Osaka). A picturesque and ancient city, with many temples located in beautiful parks, where the deer wander at liberty. There is an immense Daibutsu, larger than that at Kamakura, and a great bell, in the casting of which thirty-six tons of copper and a ton of tin were used.

4th day. **Kioto** (twenty-six miles by rail from Nara).
5th " The ancient home of the mikado and his court;
6th " full of shrines, temples, pagodas and mellow-
7th " sounding bells. The center of Japanese art and curio stores. The principal excursions are to **Arashi-yama,** by shooting the rapids, and to Lake Biwa.

8th day. **Nagoya** (ninety-five miles by rail from Kioto). A prosperous city of 180,000 population. The Daimyo's Castle is very picturesque and is in a good state of preservation.

9th day. **Numazu** (150 miles by rail from Nagoya). The rail ride is one of the most beautiful in the country, affording a magnificent view of Fujiyama and the coast.

10th day. Leave Numazu by jinrikisha over the hills to **Atami** (about fifteen miles), a popular winter resort of the Japanese, celebrated for its beautiful view of the bay, with the constantly smoking volcano on Vries Island in the distance. There are also hot springs and a geyser.

11th day. Leave Atami by jinrikisha train to Odawara. This beautiful ride is along the coast, among orange groves backed by a high range of hills, and is called the **Riviera of Japan.** At Odawara a train is taken to Kozu, then tram to Yumoto and jinrikisha to Miyanoshita. This is a beautiful all-day trip.

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12th day. **Miyanoshita.** This beautiful resort is very
13th " popular in the fall, when the leaves are turning. There are hot sulphur springs in the neighborhood, and an excursion to **Ten Province Pass,** via Hakone Lake, is something never to be forgotten.

14th day. **Tokio** (forty-nine miles by rail from Kozu, via
15th " Yokohama). The present capital city of the
16th " Mikado. The Imperial Palace is in the center of the city, and the Ginza, the principal street, leads from it to the railroad station. Shiba, Ueno and Asakusa Parks, with their shrines, pagodas and temples, are very interesting.

17th day. Rail to Nikko (ninety miles from Tokio).

18th day. **Nikko,** the Mecca of all Japan during the sum-
19th " mer time, and to late October. A charming spot on the dashing Daiya-gawa, where the beauty of the shrines, temples and pagodas of the great shoguns, Ieyasu and Iemitsu, is enhanced by parklike surroundings. A delightful excursion is to Chuzenji Lake, to see the beautiful Kegon Falls.

20th day. Rail from Nikko to Yokohama.

21st day. **Yokohama,** the principal European settlement in Japan, and chief port of call. A delightful riksha ride is around Mississippi Bay. Steamers leave here for western ports of the United States and Canada, and for Hong Kong and Australia.

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KOREA.

From Fusan to Chemulpo, via Seoul.

Korea is reached by steamers plying between Nagasaki, Japan, and Taku, China, calling at the Korean ports of Chemulpo and Fusan. Passengers can leave the steamer at Fusan, proceed by rail to Seoul (the capital city) and rejoin it again at Chemulpo, giving ample time to see Seoul. The harbor at Fusan is a very fine one, large enough to shelter a fleet; whereas that of Chemulpo is very poor, so that steamers of deep draught cannot come within three miles of the town.

The voyage from Fusan to Chemulpo by steamer, through the picturesque **Korean Archipelago,** is very delightful. At **Seoul** there is not very much of special interest to see, the most imposing building being the Roman Catholic Cathedral. The legations occupy a fine location. During the troubles of 1890, the patriotic, ambitious queen was murdered and the king took shelter in the Russian Legation.

The emperor is continually building new palaces, as the tragic death of his queen rendered the Middle Palace uninhabitable; at another time a snake fell off the roof of the Northeast Palace, and that, equally of course, necessitated another change. Noticeable features of the country are the red arrow arches. It will also be observed that the Japanese are not neglecting their recently assumed duties of protectors of a weak, vacillating, unprogressive and unambitious people.

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AMERICA

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UNITED STATES AND CANADA

NEW YORK CITY.

New York is the metropolis of the New World, as London is of the Old, and, like London, is not to be seen in a day. In order to see New York satisfactorily, the traveler should be prepared to spend of his time at least a few days, and of his money a good many dollars, for it is a city of newly acquired, unparalleled wealth and magnificent display, where every man of means appears to scorn the use of such a word as economy.

The city proper has an imposing situation on a tongue of land reaching south into the bay, with the Hudson, or North River, on the west, and Long Island Sound, or East River, on the east. The site of New York is flat, but this defect has been partially concealed, approaching it from the water-front, by the erection of "sky-scrapers," — immense building blocks, some of them rising three hundred to four hundred feet above the street level.

At the tip of the tongue is Battery Park, with old Castle Garden, formerly used as the immigrants' landing place, and now transformed into an aquarium.

A short walk eastward from the wharves of the ocean steamers, alongside the North River, brings the traveler to **Broadway,** in the heart of the down-town or business section of the city. Broadway, the longest and perhaps the most important commercial thoroughfare in the world, commences at the Battery Park, and runs many miles beyond old New York's northern boundary.

Down-town, on or just off Broadway, are most of the public buildings of the city. Here are the City Hall, the Post-office, Wall Street, with its great Stock Exchange; the approaches to Brooklyn Bridge, old St. Paul's and Trinity Churches, the latter once the most imposing building in this section of New York, but now dwarfed

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and obscured by the vast, towering business blocks of the merchant princes, insurance companies, and the powerful trade corporations of the city.

From the dome of "The World" newspaper building (to which, on a clear day, a visit should surely be paid before leaving New York) a glorious view of the city and its surroundings may be had. The great bridges connecting Brooklyn with New York should not be omitted from closer inspection. The streets of New York are so laid out that, with the help of a small guide-book and map (which can be found at any book-stall), the stranger can readily find his way about, in any part of the city.

By elevated railroad, the Broadway Cable Line, or by subway train, we can take our way up-town in an incredibly short time. "Up-town" may be said to start from Madison Square, where Fifth Avenue crosses Broadway, and where is Madison Square Garden, with its famous Giralda Tower. Broadway, from this point to Fiftieth Street, is a blaze of electric light at night, from hotels, theaters and shops.

Fifth Avenue, from Madison Square away up to and along the east side of Central Park, is the residential street of the multi-millionaires; and on this avenue are also the new Public Library, St. Patrick's Cathedral and the principal club houses. In Central Park, a masterpiece of landscape gardening containing 843 acres, is the Metropolitan Museum of Art, containing many of the world's masterpieces. Here also is the Museum of Natural History.

On the west side of Central Park is the beautiful Riverside Drive, with its palatial mansions and Grant's monumental tomb; Morningside Park, with Columbia College and Lowe Library; and (under construction) the magnificent new Protestant Episcopal Cathedral of St. John the Divine.

For trips outside the city the traveler should visit the colossal bronze Statue of Liberty, on Bedloe's Island, Greenwood Cemetery in Brooklyn, and during the sum-

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mer, fascinating Coney Island, the great seaside resort of New York; and take the trip up the Hudson River, to Newburgh and back.

According to the last census, 1904, Greater New York had a population of over 4,000,000, and vast as has been the growth of the city within the last quarter of a century, there is confident belief that long before the middle of the twentieth century, in area, in population, in its wealth and in the extent of its commerce, New York will have become the capital city of the world.

At the present time there are under construction six tunnels under the East and North Rivers, connecting important railroad terminals, besides three new suspension bridges. The traveler can very well spend a week in this Empire City of a great republic. If he be an observant and practical man, the cost of it will return to him a hundred-fold.

A Three Weeks' Tour through the New England States and Canada,

INCLUDING THE HUDSON RIVER, LAKE GEORGE, NIAGARA FALLS, THOUSAND ISLANDS, MONTREAL, QUEBEC, THE SAGUENAY RIVER, WHITE MOUNTAINS, BOSTON AND NEWPORT.

1st day. **New York.** Leave by Hudson River Day Line for Albany, about nine hours' sail, passing the famous Palisades and the Military Academy of West Point. The Hudson River is the Rhine of America, and has many beautiful reaches.

2d day. **Albany,** capital of New York State. The Capitol is perhaps the handsomest, and certainly the costliest, building in the state. Leave by afternoon train for Saratoga, one hour by rail.

3d day. **Saratoga Springs.** The gayest and most fashionable watering place in the Eastern States.

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4th day. **Lake George.** Make excursion from Saratoga by rail to Lake George; thence by steamer to the head of the lake, returning by same route. Lake George is a most picturesque sheet of water, with wooded mountains rising precipitously from its shores, and has associated with it many of the most romantic and momentous incidents of North American history.

5th day. Return by rail to Albany, and leave for Niagara Falls. New York Central train, the "Empire State Limited," makes the distance of 320 miles in about six hours and a half.

6th day. **Niagara Falls.** The most celebrated cataracts of the world. The Canadian or Horseshoe Fall measures 3,010 feet along its crest, and is 158 feet deep; the American Fall is 167 feet in depth and 1,060 feet wide. The mad rush of water above the Falls, and the Whirlpool Rapids about two miles below, are fully as impressive as the Falls themselves. Travelers should not fail to make a trip on the "Maid of the Mist," and visit the Cave of the Winds.

7th day. Leave Niagara Falls by the Gorge trolley route for Lewiston, thence by steamer through the lower Niagara River and across Lake Ontario, for **Toronto.** After a few hours in this handsome, quiet city, embark on the Richelieu & Ontario steamer for the Thousand Islands and Montreal.

8th day. Through the **Thousand Islands,** one of the most unique and picturesque sections of the continent. In the afternoon just before reaching Montreal, Lachine Rapids are shot, making an exciting experience, especially when the water in the St. Lawrence is low.

9th day. **Montreal,** the commercial capital of Canada, a
10th " mixture of old France and modern London,

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handsome churches and beautiful drives. Mount Royal dominates the city, and from its summit a superb view of Montreal and the St. Lawrence is obtained. A day trip can be made by rail to **Ottawa,** the capital of the Dominion of Canada, to inspect the handsome Parliament Buildings.

11th day. **Quebec,** 180 miles below Montreal (six hours
12th " by rail or twelve hours by boat). The grim fortress commands the passage of the St. Lawrence, about 300 miles from the gulf. The quaint old French city is replete with history of the French-English colonial wars. From the terrace a commanding view of the St. Lawrence is obtained. An interesting excursion is made to the Montmorency Falls, and to Ste. Anne de Beaupré. The latter is the Lourdes of America.

13th day. Excursion from Quebec up the **Saguenay**
14th " **River,** and return. The scenery is grand and impressive, especially between Capes Trinity and Eternity.

15th day. Leave Quebec for the **White Mountains** (about eight hours by rail).

16th day. At **Bretton Woods, N.H.,** in the heart of the
17th " White Mountains, and in full view of the Presidential range. From this point the cog railroad ascends **Mount Washington** (6,240 feet).

18th day. Leave by rail through the **Crawford Notch,** for Boston (about five hours).

19th day. **Boston, Mass.,** filled with interesting asso-
20th " ciations of colonial and early United States history, and justly celebrated for its charming suburbs. The adjoining city of Cambridge is the seat of Harvard University, and was the home of Longfellow, of Lowell and of Agassiz. Many pleasant harbor day-excursions can be made, among which are those to Gloucester,

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Nantasket, Nahant, Marblehead and Plymouth, the landing place of the Pilgrim Fathers.

21st day. Leave Boston by day train for **Newport,** the luxurious seaside resort of the multi-millionaires of New York. See Bellevue Avenue and the Cliffwalk. Leave by one of the Fall River Line boats, which are floating hotels, reaching **New York** via Long Island Sound early next morning.

A Month's Tour through the Eastern States,

FROM NEW YORK TO NEW YORK, INCLUDING PHILADELPHIA, WASHINGTON, NIAGARA FALLS, THE ST. LAWRENCE RIVER, MONTREAL, QUEBEC, SAGUENAY RIVER, WHITE MOUNTAINS, BOSTON, THE BERKSHIRE HILLS AND THE HUDSON RIVER.

1st day. Leave **New York** for Philadelphia (two hours
2d " by train). **Philadelphia** is the beautiful capital of the State of Pennsylvania, and has many very handsome buildings, notably the City Hall, covering four acres and a half, with its immense tower (surmounted by a colossal statue of William Penn) rising to a height of 547 feet. Besides Independence Hall, Philadelphia has many historical relics of colonial times. Girard College and magnificent Fairmount Park (of nearly 3,000 acres) are objects of interest to be visited. **Atlantic City,** the principal watering place on the New Jersey coast, is only one hour distant by train.

3d day. **Washington, D.C.** (three hours by train from
4th " Philadelphia), the capital of the United States. **The Capitol,** of classic architecture with Corinthian details, is one of the noblest public buildings in the world. Here are the Senate and House of Representatives, and the Supreme

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Court of the United States. In front of the Capitol is the Congressional Library, and in the rear Pennsylvania Avenue stretches away to the Treasury Building and the **White House,** the presidential residence. The Washington Monument, an impressive marble obelisk 555 feet high, is a landmark for miles. An interesting excursion can be made to Mount Vernon, the Virginian home of General Washington, and his burial-place.

5th day. Leave Washington for Chicago by rail (about twenty-four hours' run).

6th day. *7th* " **Chicago, Ill.,** the railroad metropolis of the West, and the second largest city of the United States. Chicago is situated on the western shore of Lake Michigan. The Lake Shore drive, flanked with palatial residences, is one of the most delightful in the country. The immense cattle-yards and slaughter-houses are well worth visiting. There are several public parks, among which is Lincoln Park, which contains a good zoölogical garden of native animals.

8th day. Leave Chicago for Niagara Falls (about twelve hours' run).

9th day. **Niagara Falls.** The Horseshoe Fall is 158 feet high, with a contour of 3,010 feet, and the American Fall is 1,060 feet wide and 167 feet high. A trip to the Cave of the Winds, under the American Fall, is an experience never to be forgotten, and a voyage on the "Maid of the Mist" steamboat when the sun is shining is a revelation in rainbows.

10th day. Leave Niagara Falls by the Gorge Railroad, by which a good view of the Whirlpool Rapids and the Whirlpool is obtained; to Lewiston; thence by steamer across Lake Ontario to **Toronto.** A few hours will suffice for the sights

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of this quiet, interesting Canadian city, and the traveler can leave in the afternoon by steamer for the Thousand Islands.

11th day. The voyage through the **Thousand Islands** of the St. Lawrence is considered to be one of the most beautiful in the country. Shortly before reaching Montreal the steamer shoots Lachine Rapids.

12th day. **Montreal,** the commercial capital of Canada,
13th " is a strange mixture of the old régime of France and a new-world city, of Notre Dame and Champ de Mars, assurance companies and banks, together with some of the best examples of modern street architecture such as even London and New York would be proud of. Mount Royal, with its steep, well-wooded sides, makes a noble background for the city. Leave by rail or night boat for Quebec.

14th day. **Quebec** is the military key to the valley of
15th " the St. Lawrence, and one of the most historic cities of the continent. The citadel, still garrisoned, frowns on the river, and beyond it are the Heights of Abraham, where in 1759, by the most romantic and most picturesque battle of modern history, was decided forever the question of French or Anglo-Saxon supremacy in North America. A short excursion can be made to the beautiful Montmorency Falls, the shrine of Ste. Anne de Beaupré, and to an Indian village inhabited by the last remnant of the Huron nation.

16th day. **Saguenay River.** This excursion can be made
17th " either by rail to Lake St. John, thence by rail to Chicoutimi, or up and back by steamer. The scenery is grand, especially about Capes Eternity and Trinity.

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18th day. Leave Quebec for Bretton Woods, about eight hours by rail.

19th day. At **Bretton Woods,** in the heart of the White
20th " Mountains, and commanding a grand view of the Presidential range, of which **Mount Washington** (6,240 feet) is the highest peak.

21st day. Leave Bretton Woods through the **Crawford Notch,** by rail for Boston. About eight hours by rail.

22d day. **Boston,** the "Hub of the Universe," the cap-
23d " ital of New England, and undeniably the most
24th " interesting and most attractive city to all visitors, foreign or native-born, of any of the cities of America. Its hospitality to foreigners of distinction as well as to compatriots in masses is proverbial, and consequently, more frequently than in any of the larger cities, it is selected as the meeting place of congresses and conventions of churches of all denominations, of medical and other scientific societies, and for great gatherings of the Grand Army, Masons, Odd Fellows and various fraternal associations.

The visitor, if he has time to spare, will find in Boston a good place to stay for a short season. It is healthfully located, has a fine water supply, and public sanitation is near perfection. Points of interest in and around the city are innumerable, and economical facilities for daily trips by land and water are plentiful. The hotel accommodation is unsurpassed, the roads are of the best for motoring, the system of public parks and parklike drives is the finest on the continent. The Public Library is one of the great libraries of the world, and the Art Museum is amongst the best.

Boston deserves more than a short visit, and is supremely "a place to come to." Of course beautiful, aristocratic Brookline must not be

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omitted, and a visit to classical Cambridge, with its famous Harvard University besides the homes of Longfellow and Lowell, will amply repay the visitor. Other trips are to Plymouth, the landing place of the Pilgrim Fathers in December, 1620, and to Lexington and Concord, where on the 19th of April, 1775, occurred the first military skirmishes of the Revolutionary war.

25th day. **Pittsfield,** in the Berkshire Hills, is reached in about four hours by rail. It is a picturesque town, and a good center for delightful trolley excursions into the hill country of Massachusetts.

26th day. Make excursion from Pittsfield by carriage or trolley to the beautiful towns of **Lenox** and **Stockbridge,** studded with the palatial cottages and extensive parks of the wealthy of New York and Boston.

27th day. From Pittsfield by rail to Albany (about one hour). **Albany,** on the River Hudson, is the capital of New York State. The Capitol is a magnificent building, dominating the city and the country round about.

28th day. Leave Albany by early train for Caldwell, on **Lake George,** a narrow but most beautiful sheet of water from whose shores wood-covered mountains rise precipitously — an impressive, sweet and restful scene. Make tour of the lake by steamer from Caldwell. At head of the lake (north), on the lowlands between it and the larger but less charming lake, Champlain, is what is left of Fort Ticonderoga, whose bloodless capture in 1775, by Ethan Allen, added a comic element to its previous sanguinary and pathetic history. Returning to Caldwell, take train to Saratoga Springs and spend the night there.

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29th day. At **Saratoga,** the celebrated spa and resort of fashion and affluence.

30th day. Leave Saratoga by early train for Albany, and thence by Day Line steamer down the **Hudson,** the Rhine of America, to **New York.**

Nova Scotia, Maritime Provinces and the Gulf of St. Lawrence.

1st day. Leave **New York** by Sound Line for Boston. The steamers of this service are floating hotels, and the trip is most enjoyable.

2d day. **Boston.** Arrive early in the morning, and leave by Eastern Steamship Company's vessel for St. John, N.B. Some of the steamers of this line go direct to St. John, others touch at Portland, Me., and skirt the coast, calling at Eastport, at the mouth of the Bay of Fundy.

3d day. **St. John, N.B.,** is the most important city in the lower British Provinces; well situated at the mouth of the St. John River — the Hudson of Canada.

4th day. Leave St. John by steamer across the Bay of Fundy (whose tidal water, at its head, rises forty feet), for **Digby.** Travelers can leave New York in the summer a day later by the Dominion Atlantic Company's steamship to Yarmouth, N.S., thence by rail to Digby, and make the same time. Digby is a very pretty summer resort and fishing town at the foot of that most charming sheet of water, Annapolis Basin, near its outlet to the Bay of Fundy, and well worth stopping at overnight, especially if, coming from St. John, the voyage across the bay has been a rough one.

5th day. **Wolfville** (five hours by rail from Digby), the

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home of Longfellow's "Evangeline," situated in the Annapolis Valley and commanding fine views of Mount Blomidon, Minas Basin, the Grand Pré meadows, the heart of Acadia. Across the Frazer River are immense apple orchards which supply the London markets.

6th day. *7th* " **Halifax, N.S.** (three hours from Wolfville by express train). The grim old fortress city has many attractions. There is generally a British man-of-war in the harbor to be visited, and the garrison of redcoats gives the town a thoroughly British air.

8th day. *9th* " Leave Halifax for **Baddeck,** Cape Breton, by rail for Grand Narrows, thence by ferry (time about ten hours). The town has a splendid water-front on the **Bras d'Or Lakes.** The headland is the property of Professor Bell, of telephone fame, and there are many fine residences along the shore drive.

10th day. *11th* " **Charlottetown, P.E.I.,** via rail to Pictou, thence steamer (time about ten hours). The attractive and interesting capital of a prosperous island. Tracadie Beach, sixteen miles from Charlottetown by rail, is well worth a visit.

12th day. Leave Charlottetown by the Quebec Steamship Company's steamer for Quebec. The steamer leaves only once a fortnight, so the traveler must arrange his itinerary accordingly. The voyage to Quebec via the **Gulf** and **River St. Lawrence** is a very interesting one, as the steamer skirts the shore, touching at several small ports. In case of fog, the coast is amply supplied with fog-horns and guncotton explosive signals. The chief feature of the trip is the Percé Rock, off the Bay of Chaleur. This huge mass of red sandstone is 1,500 feet long, and towers 290 feet above the sea.

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17th day. Arrive **Quebec, P.Q.,** the citadel city of the St. Lawrence, and the most interesting of all the cities of Canada, a strange mixture of seventeenth-century French and nineteenth-century English in its architecture, the arrangement of its streets, and the speech and habits of its people. One of the most delightful memories for a lifetime will be the impression made by the first sight of Quebec, from the deck of the steamboat as she rounds the island of Orleans.

18th day. Leave Quebec by rail through the **Crawford Notch,** for Portland — a glorious trip when the foliage on the White Mountains is turning. Time, twelve hours. Boston can be reached by rail the same evening.

19th day. **New York.** Arrive by midnight train from Boston.

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NEWFOUNDLAND.

St. Johns, the capital of Newfoundland, is reached from Liverpool by steamer in five or six days; from New York by steamer in four days; and by rail from New York to North Sydney, thence by steamer to Port-aux-Basques, and by the Reid Newfoundland Railroad, in less than four days.

Newfoundland was visited by John Cabot, voyaging under the patronage of Henry VII of England, in 1497, and is the oldest of the British colonies. Formal possession of this great island was taken by Sir Humphrey Gilbert in 1583, in the name of Queen Elizabeth, and for some years it was England's only possession in the Western Hemisphere. It is still practically what its name implies, as much of the country has yet to be explored. It is to-day one of the finest "big game" preserves in the world, deer and caribou being so plentiful that during migration season thousands of caribou are known to have crossed one pass in a day. Its rivers teem with salmon and trout. The **Reid Newfoundland Railroad,** which runs from Port-aux-Basques to St. Johns in twenty-eight hours, crosses the Humber, Exploit, Ganders and Terra Nova Rivers, besides barrens or moors. Of course, to enjoy good sport a hunter's outfit is necessary, including a canoe, tent and guides.

The city of St. Johns is historically interesting, and there are many delightful trips to be made from it. The beautiful Conception Bay is only a short distance by rail, as are also the old French fort and harbor of Placentia; and a trip around the island, through the Straits of Belle Isle, is a pleasant sea voyage.

THE ISLANDS OF ST. PIERRE AND MIQUELON.

These small fishermen's islands are all that remain in North America of the once magnificent domain of Louis

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Quatorze. Surely, as the Indians used to say, "The great white French father sleepeth." But for all that, it is a refreshing bit of La Belle France of the old days. The creak of the ox-cart and the click of the wooden sabots are still heard on the street, and as fine specimens of Breton, Basque and Norman fisherwives are to be found here as in the old country. The islands are reached from Halifax in forty-eight hours, and will well repay a visit.

LABRADOR.

Here is virgin soil, indeed, to the sportsman and explorer. Mail steamers leave about every fortnight, both from St. Johns and Port-aux-Basques, for **Battle Harbor,** where connection can be made for Nain and the Hudson Bay Straits. The finest cliffs and fjords are north of Nain. According to Dr. Grenfell of the Royal National Mission to Deep Sea Fishermen, the coast of east Labrador is one of the safest in the world for yachting, and it is not necessary to spend a single night at sea, from the Straits of Belle Isle to Cape Chidley, for after Battle Harbor it is perfectly easy to harbor every night; besides, for hundreds of miles the coast can be followed without ever seeing the open sea at all. Of course such a trip would require a native pilot, and the entire summer, but it can be done quite inexpensively, and would be a thorough rest to jaded nerves and brains, besides affording excellent sport.

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OVERLAND ROUTES

BETWEEN NEW YORK AND CALIFORNIA

The Most Southern Route, via Washington and New Orleans.

1st day. Leave **New York** by train for **Washington,**
2d " **D.C.** (about five hours), the capital of the United States, and one of the handsomest cities of the world, being in the form of a star, with the principal avenues radiating from the Capitol.

3d day. **New Orleans, La.,** is reached in about thirty-
4th " three hours from Washington. The Crescent City of Louisiana is full of reminiscences of old Creole days. It is the great cotton center of the South. The traveler should try to be here for the Mardi Gras festivities.

5th day. En route between New Orleans and Los An-
6th " geles, Cal., about seventy-two hours by express,
7th " passing through San Antonio, Spofford and El Paso, Tex., all of which are junction points for Mexico. El Paso holds the world's record for summer heat.

8th day. **Los Angeles,** the principal city of southern
9th " California, and the center of the fruit-growing district. An interesting drive can be made to **Pasadena** (in the San Gabriel Valley), whose principal residential street bears the name of Orange Grove Avenue. If time permits, a side trip to **Coronado Beach,** on the Pacific shore, will repay.

10th day. **San Francisco** is reached by two routes from Los Angeles. One, via the Coast Line, with

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picturesque views of the Pacific Ocean near Santa Barbara, takes fourteen hours. The other is inland, and takes eighteen hours.

Tourists wishing to visit the **Yosemite Valley** and **Big Trees** break the journey at Berenda or Merced. The trip to the valley takes about six days.

The Same Route, from San Francisco to New York.

1st day. Leave **San Francisco** for Los Angeles, either by the Coast Line via Santa Barbara, which takes about fourteen hours, or via the inland route, about eighteen hours. By the latter route the journey can be broken, either at Merced or Berenda, for the **Yosemite Valley.**

2d day. To be spent in **Los Angeles, Cal.,** and **Pasadena,**
3d " the center of the orange-grove country.

4th day. En route between Los Angeles and New Or-
5th " leans, about seventy-nine hours by train. Trav-
6th " elers wishing to visit Mexico change at El Paso, Spofford or San Antonio.

7th day. **New Orleans,** the Crescent City of the South,
8th " and full of reminiscences of ante-bellum days.

9th day. **Washington, D.C.,** thirty-seven hours from
10th " New Orleans. Leave Washington for New York, a railroad journey of about five hours.

The Santa Fé Trail.

THE GRAND CAÑON OF ARIZONA ROUTE, VIA WASHINGTON AND ST. LOUIS TO KANSAS CITY.

1st day. **Washington, D.C.,** is reached in five hours by
2d " train from New York. The noble Capitol is worthy of the great nation. Beneath its vast

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dome, by Congress and Senate, are made the laws which govern the United States of America and islands beyond the seas.

3d day. **St. Louis, Mo.,** about twenty-six hours by train from Washington.

4th day. **Kansas City, Mo.,** about six hours by train from St. Louis.

VIA NIAGARA FALLS AND CHICAGO TO KANSAS CITY.

1st day. **Niagara Falls,** about nine hours from New
2d " York by the "Twentieth Century Limited" or "Empire State Express." The Falls are the second largest in the known world.

3d day. **Chicago,** the great Western metropolis, about twelve hours by train from Niagara Falls.

4th day. **Kansas City,** about twelve hours by train from Chicago. The Atchison, Topeka & Santa Fé Railroad, from Chicago to California, follows the old Santa Fé trail and is one of the most characteristic of the transcontinental lines. The distance from Kansas City to San Francisco is 2,121 miles, and is covered by limited trains in sixty hours, but an extra ten days may be well spent.

5th day. **Las Vegas, N.M.,** about twenty hours by train from Kansas City. Celebrated for its hot mineral springs.

6th day. **Santa Fé, N.M.,** about four hours by train from Las Vegas. One of the oldest Spanish towns in the country, founded in 1605. Here Gen. Lew Wallace wrote "Ben Hur."

7th day. Leave Santa Fé for **Holbrook,** about ten hours
8th " by rail. Holbrook is the nearest town to the Moki Indian Reservation, and also to one of the Arizona petrified forests.

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9th day. The **Grand Cañon of Arizona** (nine hours by
10th " rail from Holbrook) is 217 miles long, from nine
11th " to thirteen miles wide, and, midway, more than 6,000 feet below the level of the plateau. This is also the neighborhood of the cliff dwellers.

12th day. **Los Angeles** (about twenty hours by rail from
13th " the Grand Cañon), an old Spanish town, originally called the town of the queen of angels. Since 1880, owing to successive booms, it has increased from a population of 11,000 to 175,000. It is the center of the fruit-growing country, and a drive to the orange groves of the neighboring town of **Pasadena** is a delightful experience. About four hours farther south are **San Diego** and **Coronado Beach.**

14th day. Leave Los Angeles by the Coast Line for **San Francisco,** about fourteen hours by train along the Riviera of America. Travelers wishing to see the **Big Trees** and **Yosemite Valley** take the inland route, and stop off at Berenda or Merced. It requires about a week to visit and see the valley satisfactorily.

The Same Route, from San Francisco to New York.

1st day. Leave **San Francisco** for Los Angeles, either by the Coast Line via Santa Barbara (which takes about fourteen hours by train), or via the inland route, about eighteen hours. By the latter route the journey can be broken either at Merced or Berenda, and a side trip made to the **Yosemite Valley,** which should take about six days to see properly.

2d day. **Los Angeles,** the "city of the angels," and the
3d " center of the fruit-growing district. Drive to Pasadena, in the San Gabriel Valley.

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4th day. By rail from Los Angeles to the Grand Cañon of Arizona, about twenty-two hours from Los Angeles.

5th day. At the **Grand Cañon of Arizona,** one of the
6th " most stupendous sights of this American Continent, or any other continent.

7th day. Leave the Grand Cañon for **Holbrook, Ari.,**
8th " about nine hours by rail. From Holbrook excursions can be made to the Moki Indian Reservation, also the petrified forest.

9th day. **Santa Fé, N.M.,** about ten hours by rail from Holbrook. One of the oldest cities in the country.

10th day. **Las Vegas Hot Springs, N.M.,** about four hours by rail from Santa Fé.

11th day. **Kansas City, Mo.,** about twenty hours by rail from Las Vegas.

12th day. **Chicago, Ill.** The great Western metropolis is about twelve hours from Kansas City.

13th day. **Niagara Falls, N.Y.,** twelve hours by rail from Chicago.

14th day. **New York City,** about nine hours from Niagara Falls. Travelers desirous of seeing the **St. Lawrence** proceed from Niagara Falls, as described on page 234 of this book, to Montreal, thence to New York.

FROM KANSAS CITY TO NEW YORK, VIA WASHINGTON.

12th day. **St. Louis, Mo.,** about six hours by train from Kansas City.

13th day. **Washington, D.C.,** about twenty-six hours by
14th " train from St. Louis.

15th day. **New York,** about five hours from Washington.

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The Scenic Line through Colorado,

VIA NIAGARA FALLS, CHICAGO, DENVER, COLORADO SPRINGS, SALT LAKE CITY AND LOS ANGELES.

1st day. Leave New York for Niagara Falls (nine hours) by "Empire State Express."

2d day. **Niagara Falls.** Visit the Horseshoe and American Falls, Goat Island, Cave of the Winds, the Upper and Lower Rapids and the Whirlpool.

3d day. *4th "* **Chicago, Ill.** (twelve hours by rail from Niagara Falls), the typical metropolis of the great West.

5th day. *6th "* **Denver, Col.,** 1,034 miles from Chicago; time, twenty-six hours and a half, one of the fastest runs in the States. Denver is a handsome city, with its City Hall and the State House connected by a fine avenue. It is the mining center of Colorado.

7th day. *8th "* *9th "* **Colorado Springs** (two hours and a half by train from Denver). The springs are at Manitou, where also is the **Garden of the Gods;** and the railroad for the ascent of **Pike's Peak** (14,147 feet) is taken at this place. An interesting excursion can be made either by rail or coach to **Cripple Creek,** the principal gold-producing city in the United States.

10th day. Leave Colorado Springs in the morning, by rail, for the ride through the **Rockies** to Salt Lake City.

11th day. **Salt Lake City, Utah** (twenty-six hours by rail from Colorado Springs). The Mormon Temple and Tabernacle are curiosities of architecture. A dip in the lake at Saltair is a most refreshing experience after a dusty journey overland. There are bathing facilities for the accommoda-

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tion of a thousand persons, besides an immense dancing pavilion.

12th day. **Los Angeles, Cal.** (twenty-five hours by limited
13th " train from Salt Lake City). The metropolis of southern California, and center of the orange-growing country.

14th day. **San Francisco, Cal.,** is reached in fourteen hours and a half from Los Angeles by the Coast Line, and in eighteen hours by the San Joaquin Valley route. The inland route gives an opportunity to visit the **Big Trees** and the **Yosemite Valley.** About a week, however, is necessary for this side trip.

The Same Route, San Francisco to New York.

1st day. Leave **San Francisco** via the Coast Rail Line (fourteen hours and a half) for Los Angeles, the Riviera of America, or via the San Joaquin Valley (eighteen hours),— the latter affording the opportunity, as mentioned above, of visiting the **Big Trees** and **Yosemite Valley.**

2d day. **Los Angeles, Cal.,** the prosperous center of the
3d " fruit-growing district of California. A trip to Riverside is a revelation as to what can be done by irrigation.

4th day. Leave Los Angeles for Salt Lake City, about twenty-seven hours by limited train.

5th day. **Salt Lake City, Utah,** the picturesque city of the Mormons. The Tabernacle and Temple are worth seeing. Make excursion to Saltair for a bath in the saline waters of the lake.

6th day. Leave Salt Lake City by morning train for Colorado Springs, giving us the best part of the scenery across the Rockies by daylight Time, twenty-four hours.

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7th day. **Colorado Springs, Col.** Excursions to Mani-
8th " tou, the Garden of the Gods, **Pike's Peak** (14,147 feet) by cog railroad; also, if time permits, to the great gold-mining camp of Cripple Creek.

9th day. **Denver** (two hours and a half from Colorado Springs), the handsome capital of Colorado, and chief mining center.

10th day. Denver to Chicago, in about twenty-four hours, by limited train through the great wheat country of Nebraska.

11th day. **Chicago, Ill.,** the railroad metropolis of the
12th " West, and great stock and wheat center. Visit the stockyards and wheat pit.

13th day. **Niagara Falls, N.Y.** (twelve hours from Chicago). The second largest falls in the world, and one of the greatest sights on the American Continent.

14th day. **New York,** in about nine hours, by the "Empire State Express."

New York to San Francisco, via the "Overland Limited."

1st day. Leave **New York** by the New York Central "Twentieth Century Limited" or Pennsylvania Special.

2d day. **Chicago.** Arrive in the forenoon, and leave in the evening.

3d day. **Omaha.** Arrive in the morning.

4th day. **Ogden.** Arrive in the afternoon by the Union Pacific Railroad.

5th day. **San Francisco.** Arrive in the evening by the Southern Pacific Railroad.

Actual running time between New York and San Fran-

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cisco about eighty-six hours. The shortest time made between the two cities was by the Jarrett & Palmer Theatrical Company, shortly after the opening of the Union Pacific Railroad, making the total distance of 3,257 miles in less than three days and a half.

The "Overland Limited" from San Francisco to New York.

1st day. Leave San Francisco in the morning by the Southern Pacific Railroad.

2d day. **Ogden.** Arrive in the afternoon.

3d day. **Omaha.** Arrive in the evening by the Union Pacific Railroad.

4th day. **Chicago.** Arrive in the morning, leave in the afternoon.

5th day. **New York.** Arrive in the forenoon.

The Great Lakes and Yellowstone Park Route.

1st day. Leave **New York** by the "Empire State Express" for Niagara Falls. Time about nine hours.

2d day. **Niagara Falls.** Spend the morning visiting the Falls, and leave by afternoon train for Buffalo, where the fast steamers leave every week for Duluth, through Lakes Erie, St. Clair, Huron and Superior.

3d day. **Cleveland, Ohio,** and **Detroit, Mich.,** are made in the morning, and in the afternoon the steamer passes northward through the picturesque Lake St. Clair and the flats — Ontario, Canada, being on the right hand and the State of Michigan on the left.

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4th day. **Mackinac Island,** the popular lake resort of the Central States, is touched at, and "the Soo" Canal is passed. The tonnage which passes through this canal, the locks of which are the largest in the world, in the course of a year exceeds that of the Suez Canal.

5th day. **Duluth, Minn.,** is reached in the evening, the steamer stopping in the morning at Houghton, in the famous copper-mining region, and the day being spent on Lake Superior.

6th day. **St. Paul, Minn.** (four hours by rail from Duluth), the great grain capital of the Northwest. Travelers not caring for the trip by steamboat from Buffalo to Duluth can reach St. Paul at the same time by leaving New York four days later and making the entire journey by rail. Leave St. Paul by night train.

7th day. En route through the great wheat country of Dakota, reaching the Yellowstone National Park in about thirty hours.

8th day. In the **Yellowstone National Park,** which
9th " covers 3,312 square miles. Coaches run so as
10th " to include the principal sights,— the Geysers,
11th " the Lake and the Grand Cañon of the Yellow-
12th " stone. The Park is national property, and there
13th " is excellent accommodation for visitors.

14th day. **Portland, Ore.,** forty-five hours by rail from
15th " the Yellowstone Park. A handsome city on the
16th " Columbia River, which is navigable as far as The Dalles. There is also a fine view from the city, of Mount Hood, 11,225 feet high.

17th day. **San Francisco, Cal.,** thirty-six hours by rail
18th " from Portland. One of the most beautiful railroad rides in the States. Leaving Portland by night, Mount Shasta is in view the entire next day.

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Same Route, San Francisco to New York.

1st day. Leave San Francisco by night train for Port-
2d " land. This will give the traveler a fine view of Mount Shasta.

3d day. **Portland, Ore.,** the picturesque capital of the
4th " State of Oregon. An excursion can be made up the Columbia River to The Dalles, and return by rail.

5th day. En route, through the States of Washington
6th " and Montana, to the Yellowstone Park, about forty-five hours by rail.

7th day. In the **Yellowstone National Park.** This is
8th " national property, and comprises an area of
9th " 3,312 square miles. Hotel accommodation for
10th " tourists is excellent, and stages run so as to in-
11th " clude the principal sights, which are the Upper
12th " and Lower Geyser Basins, the Lake, the Grand Cañon and Falls of the Yellowstone.

13th day. **St. Paul,** capital of Minnesota, is reached in about thirty hours by rail from the Park.

14th day. **Duluth,** at the head of Lake Superior, where steamers are taken for Buffalo.

15th day. Steamer touches at Houghton, the chief port for the great copper mines of the neighborhood.

16th day. Passing through "the Soo" Canal, **Mackinac Island,** the chief lake resort, is reached by evening.

17th day. On Lake Huron and through the picturesque St. Clair flats and the lake, we reach Detroit in the forenoon, and Cleveland, the Garden City of Lake Erie, in time for dinner.

18th day. **Buffalo.** Arrive in the morning, and spend the day at Niagara Falls. Leave by late afternoon train for New York.

19th day. **New York.** Ten hours from Niagara Falls.

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The Canadian Pacific Route.

1st day. Leave New York or Boston by day train for **Montreal.** Close connections are made there for the West, so that travelers wishing to see something of Montreal ought to leave New York or Boston the day before.

2d day. Arrive in the morning at North Bay.

3d day. Arrive in the morning at Fort William, on the northwest shore of Lake Superior, and at **Winnipeg** by night.

4th day. Arrive in the morning at **Moose Jaw.** Travelers who wish to travel from New York via Chicago and St. Paul, instead of via Montreal, connect here. No time, however, is gained or lost by either route chosen for the journey to this point.

5th day. **Banff Hot Springs** (about ninety-six hours by
6th " rail from New York). Here are the Canadian
7th " Park headquarters, situated on the Bow River, where its banks broaden out into a spacious valley flanked by Mounts Rundle, Cascade and Sulphur. The park has an area of 5,732 square miles, which includes the newly discovered Yoho Valley.

8th day. **Laggan** (hour and a half by rail from Banff).
9th " Station for visiting the three **Lakes in the Clouds** (Lake Louise, Mirror Lake and Lake Agnes), Paradise Valley and the Valley of the Ten Peaks.

10th day. **Field** (hour and a half by rail from Laggan). Station for the ascent of **Mount Stephen** (10,000 feet), also the point to visit the newly discovered **Yoho Valley.**

11th day. **Glacier** (five hours by rail from Field). Sta-

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tion for Mount Sir Donald (10,808 feet), named after Lord Strathcona; also the **Illecillewaet Glacier.** There are also some newly discovered caves in the vicinity, worth visiting.

12th day. **Vancouver** (nineteen hours from Glacier). The port for Japan and Australia. Travelers for San Francisco need not go to Vancouver, but change at Mission Junction for **Seattle.**

13th day. **Portland, Ore.** (eight hours by rail from Seattle). The metropolis of the North Pacific slope, pleasantly situated on the Columbia River, and commanding a fine view of Mount Hood.

14th day. **San Francisco** (thirty-six hours by rail from
15th " Portland). Travelers should leave Portland by night, so as to enjoy the magnificent scenery of Mount Shasta the whole of the next day. This is one of the finest railroad rides in the United States.

The Same Route, San Francisco to New York.

1st day. Leave **San Francisco** via the Shasta Route for
2d " Portland. By leaving San Francisco at night the magnificent scenery of Mount Shasta can be enjoyed the whole of the next day.

3d day. **Portland, Ore.** (thirty-six hours by rail from San Francisco). The attractive capital of the North Pacific slope.

4th day. **Seattle, Wash.** (eight hours by rail from Portland), the chief port for steamers to Alaska, and an enterprising and rapidly growing city.

5th day. **Glacier,** twenty-six hours from Seattle, and
6th " nineteen hours from **Vancouver,** at which port passengers would land, coming from Australia, China and Japan by the Canadian Pacific Steam-

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ship Line. Glacier is the station for Mount Sir Donald (10,808 feet), also for the **Illecillewaet Glacier.**

7th day. **Field** (five hours by rail from Glacier). Station for Mount Stephen (10,000 feet), also the point from which to visit the newly discovered **Yoho Valley.**

8th day. **Laggan** (hour and a half by rail from Field). Station for the three **Lakes in the Clouds,** Paradise Valley and the Valley of the Ten Peaks.

9th day. **Banff Hot Springs** (hour and a half by rail from
10th " Laggan). Headquarters of Canadian National Park, which covers an area of 5,732 square miles, the largest national park in the world.

11th day. **Moose Jaw.** Arrive in the morning. Travelers wishing to proceed to New York via Chicago change here.

12th day. **Winnipeg,** the capital of Manitoba. Arrive in the morning. Winnipeg, now a city of importance and the center of a great wheat-growing country, was a few years since merely a fur-trading station (in a limitless wilderness) of the Hudson Bay Company.

13th day. **Fort Williams.** Arrive in the morning.

14th day. **Montreal.** Arrive at night and leave for **New**
15th " **York,** where we arrive in the morning.

SAN FRANCISCO.

It had been the author's intention to devote a page of this little work to one of the most, if not the most, cosmopolitan of cities in the world. But the hand of fate was upon the city of the "pioneers of '49." Every one who had visited delightful, debonair San Francisco loved it, and its double disaster made many, all the world over, sick at heart — as though a dear friend had received a severe injury.

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On Wednesday, April 18, 1906, at 5.13 A.M., Pacific time, a severe earthquake shook the city. Still, the apparent damage was not great; the tall steel buildings had stood the strain, and business went on as usual at the Palace Hotel, which had vindicated the proud boast of its being earthquake-proof. But the great damage done by the earthquake was the unseen — the water-mains were broken, and the fires that were bursting out everywhere in the city were unchecked for lack of water.

For three days the fires raged, until the heart of the city, comprising about one-sixth of the total area, was destroyed. The western addition was only saved by the strenuous use of dynamite. Up Market Street swept the flames, gutting the Palace Hotel, the "Call" and "Chronicle" Buildings, and utterly destroying the seven-million-dollar City Hall, Chinatown, and the palatial residences on Nobs Hill — only to stop on the eastern side of Van Ness Avenue.

The Mint, containing two hundred million dollars, was saved by the heroic efforts of its officials and of men assisting. The United States Appraisers Building and Montgomery Block were saved, and the Calvary Presbyterian Church suffered no damage from the double disaster; but what pleases San Francisco most is that the old Mission, erected to the glory of God and in honor of San Francis d'Assisi, still stands, unshaken and serene, an assurance that the foundations of San Francisco are to endure, but with better facilities for combating that arch enemy of man,— fire. The wonderful Bosch-Omori seismograph recorded the earthquake in Tokio, Japan, within eleven and one-half minutes, and in Europe within twenty minutes, from the time of its occurrence.

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A Tour of the Seven Natural Wonders of the United States.

THE MAMMOTH CAVES OF KENTUCKY, THE GRAND CANON OF ARIZONA, YOSEMITE VALLEY, THE VOLCANO OF KILAUEA ON THE ISLAND OF HAWAII, THE MUIR GLACIER IN ALASKA, THE YELLOWSTONE PARK AND NIAGARA FALLS.

Although the fall is the best time, generally speaking, to visit the United States, on account of the magnificent weather and the beauty of the foliage, the Yellowstone Park is only available during the summer months, on account of its high elevation. The best months in which to make the following tour are April, May and June. The lovely Yosemite Valley is then seen at its very best.

1st day. **New York.** As with all of the tours in the
2d " United States referred to in preceding pages, we will again take the Empire City as our starting point for this specially interesting tour, and two days, at least, may be pleasantly and profitably spent here before commencing our journey.

3d day. **Philadelphia** (two hours by rail from New
4th " York), the solid, substantial Quaker city, and emphatically the city of homes. After visiting the relics of colonial days, a drive to Fairmount Park or a trip to Atlantic City will be refreshing.

5th day. **Washington, D.C.** (four hours by rail from
6th " Philadelphia). The Capitol is one of the most
7th " striking buildings in the country, if not in all the world, and a thorough inspection of this mighty architectural monument is incumbent on every visitor to the center of American official life. A drive through the magnificent residential quarter, visits to the White House, the many government offices and the Congressional

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Library, together with a trip to Mount Vernon, will well occupy at least two busy days or more.

8th day. *9th* " *10th* " **Louisville, Ky.** (twenty hours by rail from Washington), the heart of old Kentucky, celebrated the world over for the beauty of its women, the hospitality of its men, and the quality of the horses bred there.

From Louisville the excursion is made to the **Mammoth Caves,** about four hours by rail each way. These are the largest known caves, and extend for nearly ten miles underground, while the several avenues already explored have a total length of about 175 miles. The interior contains a vast series of halls, domes, grottoes, caverns, lakes, rivers, etc., besides a few stalactites and stalagmites of immense size. The long route through the caves takes about nine hours, and the short one about four hours.

11th day. *12th* " *13th* " **Denver, Col.** (about forty-five hours by rail from Louisville via St. Louis and Kansas City). A finely laid-out city, its population mainly interested in the gold, silver and copper mines of the Rocky Mountains.

14th day. *15th* " **Colorado Springs, Col.** (two hours and a half by rail from Denver), a beautiful summer resort. The mineral springs are at Manitou, a short distance by trolley, and near by is the Garden of the Gods, from which the ascent of **Pike's Peak** (14,147 feet) can be made by cog railroad.

16th day. *17th* " **Salt Lake City, Utah** (twenty-four hours by rail from Colorado Springs). The rail journey is through the heart of the Rockies, passing a series of wonders, both in engineering skill and scenery, from first to last. Since the Gentile has been admitted to Salt Lake City, the city has greatly improved. A bath in the lake at Saltair will be found very refreshing after a long, and generally warm, railroad journey.

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18th day. **Los Angeles, Cal.** (about twenty-four hours
19th " from Salt Lake City by limited train), head-
20th " quarters of the orange-growing district of southern California. A drive to Riverside and Pasadena is a revelation to persons interested in irrigation and fruit-growing in a naturally dry country.

21st day. The **Grand Cañon of Arizona** (from twenty-
22d " four to thirty hours by rail from Los Angeles,
23d " depending on the train and season) is the most
24th " stupendous chasm in the United States. It is about two hundred miles long by more than thirteen miles across at its widest part, and about a mile deep. It consists of a terraced valley of colored rocks, from which rises a bewildering array of temples and towers of nature's building and coloring. It has been pronounced by a man who has seen most of the world's natural wonders, to be the most wonderful of them all.

25th day. From the Grand Cañon to Fresno (about twenty-six hours by rail from Grand Cañon).

26th day. **Yosemite National Park.** In order to see the
27th " wonders of the Yosemite Valley to the best ad-
28th " vantage, it is best to enter from Fresno or
29th " Berenda, via the Mariposa Grove of Big Trees
30th " and Inspiration Point, and leave by Oh My
31st " Point and the Merced Big Trees. One week is required for the double journey and to see the Bridal Veil (860 feet), Vernal, Nevada and Yosemite Falls (2,600 feet) and the other natural wonders of the valley.

32d day. **San Francisco** (six hours by rail from Merced).
33d " The pioneer city of the Pacific Coast, where
34th " there is more of cosmopolitan life than in New
35th " York City. Elegant hotels and restaurants were
36th " plentiful before the earthquake, and these are

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being rebuilt — in many cases on a more sumptuous scale. Excursions to the Cliff House, recently burned down, Golden Gate Park, Mount Tamalpais and Monterey.

A trip from San Francisco to the **Hawaiian Islands** and back takes about a month, although Honolulu is only seven days distant. It is to the island of Hawaii that the traveler is attracted, on account of the volcano. A steamer leaves Honolulu every week, reaching Hilo in about thirty hours. There is a train from Hilo to Oloa, nine miles, which connects with a stage for the Volcano Hotel. Total time from Honolulu, about forty-eight hours. The highest mountains in Hawaii are **Mauna Kea** (13,805 feet) and **Mauna Loa** (13,675 feet). On the eastern slope of the latter, at an altitude of over 4,000 feet, is the great **Volcano Kilauea,** and on the summit is the crater of Mokuaweoweo.

37th day. **Portland, Ore.** (thirty-six hours by rail from
38th " San Francisco). Travelers should leave San
39th " Francisco by night so as to enjoy the magnificent view, in the morning, of **Mount Shasta,** which is in sight nearly the whole of the next day. Portland is the metropolis of the North Pacific slope, commanding a fine view of Mount Hood (11,225 feet). An excursion by rail from Portland to The Dalles, and back by steamer down the Columbia River, gives a good idea of the scenery along this great river.

40th day. **Seattle, Wash.** (seven hours by rail from Portland), has come into considerable prominence since the Klondike gold discoveries, and it is from this city the steamers leave for Alaska.

41st day. The voyage from Tacoma, Seattle or Victoria
to to **Sitka** and return, by tourist steamer, occupies
50th " about ten days, and the voyage is full of interest. First there are the island-dotted channels until Wrangel, on the Alaskan Archipelago, is reached.

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The din of the Treadwell 900-stamp mill on Douglas Island, farther north, can be heard miles before it is reached. From Skaguay a trip by rail can be made over the **White Pass** (3,000 feet), which proved so disastrous to the Klondike gold-seekers in the winter of 1897–98. The great features of the trip, however, are the glaciers, which discharge their bergs directly into the sea. By the tourist steamer three of these glaciers are visited,—the **Davidson,** the **Muir** and the **Taku.** The turning point of the trip is the old Russian sealing station,— the town of Sitka. Other attractions are the Indian totem poles and the nightless days, although the sun is absent for about four hours.

51st day. **Yellowstone National Park** (about forty hours
52d " by rail from Seattle) is about 50 miles wide by
53d " 60 miles long, and comprises 3,312 square miles.
54th " In this area there is a wonderful collection of
55th " geysers, besides the Grand Cañon of the Yellow-
56th " stone, which is about 20 miles long, 1,200 feet
57th " deep and 2,000 feet wide, where the weird effect
58th " of abandon and wantonness of color in everything visible is enhanced by the grandeur of the falls and the mad frenzy of the roaring river. The Park is national property, and has fine roads and hotels, besides being an immense preserve for native wild animals.

59th day. **St. Paul, Minn.** (twenty-four hours by rail from
60th " Yellowstone Park). The grain center of the Northwest. Across the Mississippi River is its twin city, Minneapolis. The two cities are close commercial rivals.

61st day. **Chicago, Ill.** (ten hours by rail from St. Paul).
62d " The great railroad center of the West, and the provider of food (much of it in cans) for a large proportion of the meat-eaters of the human race.

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A handsome, breezy city, with grand boulevards and parks. The great features, however, are the stockyards and slaughter-houses of Armour & Co. and others.

63d day. **Niagara Falls.** The second-largest known falls in the world, the Victoria Falls of the Zambesi ranking first. Above and below the falls are rapids, which are almost as awe-inspiring as the falls themselves.

64th day. Leave Niagara Falls by the Gorge route, skirt-
65th " ing the Niagara River a few miles, for Lewiston; thence by steamer across Lake Ontario for Toronto, the capital of the province of Ontario. Leave Toronto by afternoon steamer for Kingston, arriving early next morning, when a change of steamer is made for the **Thousand Islands** and the **Rapids of the St. Lawrence,** reaching Montreal in the evening.

66th day. **Montreal, P.Q.** The commercial capital of Canada. Notre Dame Cathedral, the old Château de Ramsey and the French Market are well worth a visit, while a magnificent drive is to the top of Mount Royal.

67th day. **Quebec, P.Q.** (six hours by rail, or overnight
68th " by steamer, from Montreal). The fortress city commanding the passage of the St. Lawrence, and wrested from the French under Montcalm by General Wolfe, on the Plains of Abraham. An interesting excursion by carriage is to the Montmorency Falls, the shrine of Ste. Anne de Beaupré (the Lourdes of America), and, on returning, to the field of battle where fell the two great generals, September 13, 1759.

69th day. Return by rail via Montreal, and thence to Bluff Point or Plattsburg, on **Lake Champlain.**

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70th day. By steamer through Lakes Champlain and George to Saratoga. **Lake George** is the most beautiful and historically interesting sheet of water in the Eastern States, and during these last few days the whole journey is filled with the history of the English-French colonial life so graphically described by Francis Parkman and James Fenimore Cooper.

71st day. **Saratoga.** The most fashionable spa in the United States.

72d day. Leave Saratoga by early train for Albany, thence by steamer on the famous **Hudson River** for **New York,** which we reach by 6 P.M.

ALASKA AND THE KLONDIKE.

ONE MONTH'S TRIP FROM PUGET SOUND, AND RETURN.

1st day. **Tacoma.** **Seattle.** **Victoria.** Leave by steamer from any one of these ports the same day. The tourist steamers usually leave twice a month during June, July and August.

2d day. **Ketchikan** and **Metlakahtla,** prosperous mining towns of Alaska.

3d day. **Wrangel,** named after Baron Wrangel, a Russian governor, now a town of considerable size, and a lumber and fishing center. Travelers will probably see Alaska totem poles here. At the northerly end of the archipelago is Douglas Island, where are the famous Treadwell Mines. Long before reaching them their direction may be located by the uncanny roar proceeding from their mills, where 900 ore-breaking (and ear-splitting) stamps are constantly at work.

4th day. **Skaguay,** the gateway to the Klondike, from which a railroad now runs over the White Horse

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Pass, the once formidable and fatal obstruction in the gold-miner's journey to this Eldorado.

5th day. **Glacier Bay.** The great **Muir Glacier,** which empties its thousands of tons of ice into the sea, and is one of the great "sights" of the world.

6th day. **Sitka.** The latitude of Sitka is about the same as that of Balmoral in Scotland, and records show that Sitka has a higher average winter temperature than Balmoral.

7th day. Back to Skaguay.

8th day. Leave Skaguay by rail via the **White Horse Pass** (3,000 feet), for White Horse.

9th day. Leave White Horse by steamer via Lebarge
10th " Lake and Lewes River, for Fort Selkirk, where
11th " the Yukon River is entered and Dawson reached in about forty hours.

12th day. **Dawson** (563 miles from Skaguay), the Mecca
13th " of the great Klondike gold rush of 1898, now a well-regulated city, with telegraph, telephone and electric services. A short distance from Dawson are Bonanza and Eldorado Creeks, where the rich "strike" was made in the summer of 1896. The news of the wonderful strike did not, however, reach the outside world until July 17, 1897, when the steamer "Portland" entered Seattle with one million in gold-dust on board. A fine view of the midnight sun and of the surrounding country is obtained from the Dome, at the base of which lies Dawson.

14th day On the **Yukon River.** The Arctic Circle is
to crossed at Fort Yukon. The scenery around
22d " Rampart City, or Minook, where the Rampart Mountains separate the Yukon from the Tanana River, is wild and rugged. Several Indian villages are passed, and at the lower end, where the river is several miles wide, are the Holy Cross

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and Russian Missions. The distance from Dawson to St. Michael is about 1,601 miles. About the last of May the ice goes out with a mighty roar, and navigation usually closes in September.

23d day to 30th " **Cape Nome** is 115 miles across the sound from St. Michael, and 2,487 miles to **Seattle** by direct steamer. Sometimes the steamers touch at the Aleutian Islands, where hunters are likely to find fine specimens of black bear.

A Little Trip through "Dixie Land" to Cuba,

INCLUDING FLORIDA, HAVANA, NEW ORLEANS, ATLANTA AND RICHMOND.

The season in Florida commences about the 1st of January, and lasts till Easter.

1st day. 2d " 3d " **St. Augustine, Fla.** (twenty-six hours from New York by "Florida Special"). This popular winter resort, the oldest town in the United States, was originally a Spanish settlement, of which the Fort and Gate remain. The chief attraction now is the fashionable life at the big hotels, the Ponce de Leon, Alcazar, etc.

4th day. Leave St. Augustine by rail for Palatka, thence by steamer up the **Ocklawaha River** for Silver Spring, and return. This is a very interesting trip, and gives a good idea of the weird swamp scenery of the South.

5th day. Return to Palatka, and leave by rail for Palm Beach (240 miles; about seven hours and a half by express train).

6th day. 7th " **Palm Beach (Miami).** One of the most fashionable watering places in the Southern States; beautifully located on Lake Worth amid cocoanut palms and other tropical vegetation, amongst

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which is that beautiful flowering tree, the royal poinciana, from which the big hotel takes its name.

8th day. Leave Miami for Havana by steamer, twenty-four hours' sail.

9th day. **Havana,** the capital of Cuba. The harbor is
10th " made interesting to Americans by the sinking of the U.S. battleship "Maine" and the events which led up to the Spanish-American war, with "Cuba Libre" as a *dénouement*, in 1898.

11th day. Havana to New Orleans by steamer (about
12th " forty hours).

13th day. **New Orleans, La.** An old Creole city at the
14th " mouth of the Mississippi, and the cotton center of the South. The traveler should try and arrange to be here for the Mardi Gras carnival. The city played a conspicuous part in the war of secession.

15th day. **Atlanta, Ga.** (sixteen hours by rail from New
16th " Orleans), one of the most flourishing cities of the South, and rendered famous by General Sherman, who, after capturing and holding the city for two months, here began his famous march through Georgia to the sea.

17th day. **Richmond, Va.** (eighteen hours by rail from Atlanta), the capital of the Confederacy from 1861 to 1865. It is the great tobacco center of the United States.

18th day. Richmond to **New York** (ten hours by rail).

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THE WEST INDIES.

A Winter in the West Indies,

INCLUDING BERMUDA, THE WINDWARD ISLANDS, THE SPANISH MAIN, JAMAICA, CUBA AND NASSAU.

Travelers who wish to spend a month in the West Indies had best avail themselves of one of the numerous cruise steamers from New York, which visit all the chief islands; but those who have the entire winter at their disposal will find good steamer connection over the following route. At the present time there is no direct communication between Barbados and Jamaica, and the traveler is obliged to go around via South America ports, entailing a voyage of ten days. The best islands at which to make lengthy sojourns, on account of good hotel accommodation, are Bermuda, Barbados, Trinidad, Jamaica, Cuba and Nassau.

Bermuda.

Hamilton, Bermuda Islands, is less than forty-eight hours from New York, across the Gulf Stream, and is an ideal spot for those in search of a temperate and even climate. The islands are of coral formation, and, like the Isle of Wight, have that agreeable combination of white cliffs, green foliage and blue ocean. Hamilton is a British military and naval station, a coaling depot, and has a floating dry-dock. There is generally a man-of-war in the harbor, to add to the social attractions of the islands, to say nothing of yachting and fishing. There is a regular monthly steamer to the Windward Islands and to Halifax, N.S.

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The Windward Islands.

ST. THOMAS (PORTO RICO), ST. KITTS, DOMINICA, MARTINIQUE, ST. LUCIA, BARBADOS (GRENADA) AND TRINIDAD.

Steamers of the Quebec Steamship Company leave New York about every week, touching at the various ports of the **Windward Islands.** The voyage is a charming one, and requires the delicate tints of the water-color painter rather than the author's pen to describe it, although Lafcadio Hearn has portrayed the islands in wonderful word-pictures. The steamers usually arrive at the different ports early in the morning and leave in the afternoon, thus affording ample time for a run ashore. The first stop is usually made at **St. Thomas,** Danish West Indies, about eight days' sail from New York. The town of Charlotte Amalia is situated in a landlocked harbor surrounded by high hills, on one of which is the famous Bluebeard Castle. Sometimes **St. Croix** is substituted for St. Thomas as the first stopping place on the trip. Although this island is picturesque, there is not much of special interest to see; but the traveler will have an opportunity to sample a Santa Cruz rum punch at the club, where it is served in "schooners."

Porto Rico, recently acquired by the United States, is reached by two first-class steamer lines from New York, but there is no regular connection between it and the Windward Islands. Columbus discovered it in 1493. It is 108 miles long by 40 miles wide, and quite thickly populated. A railroad circling the island is in course of construction, and there are highways in every direction, the principal one being across the island, between San Juan and Ponce, a distance of 84 miles. It is a fertile country, largely given over to agriculture, and is watered by no less than 1,300 flowing streams. San Juan, the capital, is a clean, picturesque city of 35,000 inhabitants, while Ponce, situated on the southern coast, has 50,000.

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Besides a local line from New York, the steamers to Venezuela stop here.

St. Kitts, a British possession, is a picturesque island, its principal mountain, Mount Misery, 4,300 feet high, being an extinct volcano. The chief town, Basse-Terre, is very popular with the men-of-war's men, on account of its fine cricket ground. Ten miles from the town is Brimstone Hill, once called the Gibraltar of the West Indies.

Dominica is French, and the most picturesque of all the Windward Islands, as the mountains are quite high. An excursion to Mountain Lake can usually be taken while the vessel is in the port of Roseau.

Fort de France, Martinique, is the principal French possession among the islands, and the traveler has an opportunity of seeing what a French tropical colony looks like,— and very agreeable he will find it, with the pretty mulattoes decked out in their unique gay head-gear. Josephine, wife of Napoleon, was born here, and there is a monument erected to her. Formerly the steamers called at St. Pierre, a most picturesque little town which, together with its 30,000 inhabitants, was utterly destroyed by the eruption of Mount Pelée, May 8, 1902.

St. Lucia is British, and lying at the end of a deep harbor is Castries, the chief town. St. Lucia's chief attractions are the "Pitons," two symmetrical peaks rising out of the sea. There is also Sulphur Mountain; and an easy excursion from the town is over Saddleback Mountain.

Barbados, besides the lines from New York, can be reached in eleven days from Southampton by the Royal Mail Steam Packet Company's regular steamer. The area of this island, which is a British possession, is 162 square miles, and the population 190,000, of which 150,000 are negroes, so it is needless to say that it is one of the most densely populated countries in the world. Bridgetown, the capital, is a busy place, and the Marine Hotel is at Hastings, a short ride by tram-car. There is excellent

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sea bathing, sailing and good driving, although the country is flat compared with the other islands.

The harbor of St. George, **Grenada** (British), is very picturesque, being only 800 yards to the head and 400 yards across, and surrounded by high mountains. The governor of the Windward Islands has his mansion on the slope of Richmond Heights.

The island of **Trinidad,** also British, is situated off the coast of Venezuela, about a day's sail from Barbados. It is of a peculiar shape, being oblong with two peninsulas, each of which reaches nearly over to the mainland, thus bounding easterly the Gulf of Paria, whose northern entrance, between the mountains of Trinidad and Venezuela, is called the Boca del Drago, or Dragon's Mouth. The island was discovered by Columbus in 1498, has passed through Spanish and French hands, and is now British. Port of Spain is the chief town, and here is located the comfortable Queen's Park Hotel, one of the best in the West Indies. Thirty miles south of the town is the famous Pitch Lake. Every week there is a steamer to the island of Tobago, where, it is assumed, Defoe laid the scene of his immortal story, "Robinson Crusoe." At Trinidad the traveler meets the East Indian coolie in considerable numbers. About 200,000 coolies have been imported to the West Indies from India, to labor in the various plantations.

The scenery of Trinidad is magnificent, and there are many delightful excursions to beautiful valleys and waterfalls. Every week a steamer leaves Port of Spain for a trip up the Macareo and Orinoco Rivers to **Ciudad Bolivar,** the capital of Bolivar, better known as Angostura, of "bitters" fame. On this trip the traveler has a chance of seeing something of wild South American life, including Carib Indians. This is the Eldorado country on account of which Sir Walter Raleigh lost his head. The *country* was there when Raleigh went out on his quest, but the *mines* of inexhaustible gold could not be located, and so — covetous and disappointed King James and jealous countrymen put him to death. An-

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other trip is to the great Bermudez Pitch Lake in Venezuela, which is being worked with American capital, and supplies the whole world with asphalt.

The traveler who does not care, or has not the time, to include all the Windward Islands in detail, can take the Trinidad Line of steamers from New York, making one stop at St. George, Grenada, and affording glimpses of many of the West Indies Islands en route. The voyage of 1,936 miles from New York to Trinidad takes about eight days.

The Spanish Main.

From Trinidad the traveler had best take the Royal Mail Line to Jamaica via South American ports, the first port of call being at La Guayra, the port of Caracas, the capital of Venezuela, which can also be reached by the Red D Line direct from New York via Porto Rico and Curaçao, the voyage taking nine days.

The port of **La Guayra** is one of great beauty, and Mount Silla (the Saddle) towers up precipitously almost directly from the sea. The railroad across this mountain to Caracas is one of the most remarkable in the world. The air-line distance between the two cities is only six miles, yet the railroad has to traverse a distance of not less than twenty-three miles, ascending 4,000 feet, then descending 1,000 feet to the city of **Caracas,** which lies in a pocket surrounded by mountains from 6,000 to 9,000 feet high. It is a well-laid-out Spanish city with a population of 70,000, and enjoys a delightful climate. A fine prospect of the valley is to be obtained from El Calvario, the popular resort of the city. From Caracas there is a railroad to **Valencia**, the second city of the republic, a distance of eighty miles.

Puerto Colombia is about a day's sail from La Guayra, and is the port for the city of **Barranquilla**, which is reached by rail in a little over an hour. The traveler lands at the great pier, four thousand feet long.

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Cartagena, U. S. of Colombia, is a sail of a few hours from Puerto Colombia. Historically the city is very interesting, the forts having been built by the Spaniards in 1533 as a protection against the pirates and buccaneers who infested the Spanish Main. Cartagena was captured and laid under ransom by Sir Francis Drake in 1586. In 1741 it was besieged by a British fleet commanded by Admiral Vernon. Serving with the military forces accompanying the fleet were five companies from Massachusetts. George Washington's half-brother, Lawrence, was a lieutenant in this action, and Mount Vernon, Washington's home on the Potomac, was named after the admiral under whom Lawrence had served. An interesting excursion is by rail to Calomar on the Magdalena River, from which point steamers can be taken six hundred miles to Las Yegues; thence by rail to Arranca Plumas and mule to **Bogota,** the capital of the republic of Colombia, with a population of 120,000.

The island of **Curaçao** is a picturesque bit of old Holland, set down in the tropics, and its harbor has been the scene of many a battle. Curaçao gives its name to a well-known liquor, made from a species of orange grown here and in other West India Islands.

Colon, Panama, a short sail across the Gulf of Darien from Cartagena, is a city of considerable importance, being the Atlantic terminal of the Panama Railroad and the northern entrance to the canal, which when completed will be about forty-four miles long.

Port Limon, Costa Rica, Central America, is the last port touched at before reaching Jamaica, and is a very modern town. The first house was built in 1871. The railroad runs from Port Limon to Alajuela, a distance of 117 miles, and affords magnificent views. **San José** is the capital, and boasts the most beautiful opera-house in the Western Hemisphere,— completed in 1897 at a cost of $1,200,000, gold. It possesses also a most interesting national museum.

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Jamaica.

Kingston, Jamaica, is two days' sail from Port Limon, four days from New York and five days, via Port Antonio, from Boston. The island is the "pearl of the Antilles" from a tourist standpoint, as not only is the scenery very fine, but the island is intersected by excellent roads for driving or autoing, and good hotel accommodation is to be found, with tariff established by the government at all the attractive points, most of which can be reached by a railroad, which is 185 miles in length. The island was discovered by Columbus in 1494, on his second voyage, and he left it in 1504, to return to Spain and to die a broken-hearted man.

The city of **Kingston** replaced the ancient capital of Port Royal, which was destroyed by the great earthquake of 1692. It, in its turn, has been nearly destroyed by the earthquake which occurred January 14, 1907, when at least five hundred lives were lost, besides great damage being done to the harbor,—now considerably deeper. Kingston is the center of many delightful excursions, the most popular being to the government botanical gardens at Castleton; the British white camp at Newcastle; a two days' trip to Blue Mountain Peak (7,595 feet); or to Spanish Town and the celebrated Bog Walk. At **Spanish Town** there is a fine statue of Admiral Rodney, who saved the island for the British by his defeat of the French Admiral de Grasse, fresh from his victory at Yorktown. There are many other places to visit, and the traveler can either sail direct from Kingston to New York, or he can cross the island by rail to Port Antonio, thence taking steamer to Boston or Philadelphia, or the local steamer from Kingston to Santiago de Cuba, which is a new service, inaugurated since the disappearance of yellow fever from Cuba.

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Cuba.

Santiago de Cuba is reached in twelve hours by steamer from Kingston, Jamaica, and is the eastern terminus of the railroad to Havana, which city is reached in twenty-five hours. The harbor of Santiago is one of the finest in the world, the entrance being only six hundred yards wide, thus effectively protecting the Spanish Admiral Cervera's fleet from the blockading Americans. Across the entrance Lieutenant Hobson sunk the "Merrimac," but Cervera, refusing to be shut in, came out to fight, and lost every ship.

A short distance from Santiago is San Juan Hill, the scene of the victory over the Spaniards in which Colonel Roosevelt's rough-riders took a prominent part. The city of Santiago is the oldest in the West Indies, having been founded by Velasquez in 1514, and has at present a population of 70,000. The railroad to Havana, through the states of Santiago, Puerto Principe and Santa Clara, a distance of about 540 miles, has only recently been constructed, and opens up comparatively new country, passing through picturesque and fertile agricultural regions and by millions of acres of tropical forests of mahogany, cedar, lignum-vitæ and ebony trees. The open spaces are covered with parana and guinea grasses, standing from six to twelve feet high; and palm trees of majestic aspect and variety abound everywhere. Most of this magnificent country has been opened up since the Spanish-American war.

Matanzas is twenty-two hours by rail from Santiago on the line to Havana, and is a city of about 50,000 inhabitants. In the immediate neighborhood is the famous **Yumuri Valley,** one of the most beautiful in the world. There are also wonderful caves at Bellamar.

Havana, three hours by rail from Matanzas, is the Paris of the West Indies, and is a delightful place to visit, with its magnificent Prado and Malecon Promenade, old Morro Castle and the adjoining Cabañas For-

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tress, its Cathedral, where the remains of Columbus reposed for many years, its churches, clubs and outdoor life.

The harbor will always be of special interest as the scene of the sinking of the battleship "Maine," which precipitated the Spanish-American war. The traveler's visit here terminates his tour of the West Indies, and he can return to the States by the way of Florida or by steamer to New York; or direct to Europe. Should he, however, wish to prolong his stay in the tropics, he can return by rail to Santiago and take the Ward Line to Nassau, New Providence.

Nassau, New Providence, Bahama Islands, is four days' sail from Santiago, about the same distance from New York, and sixteen hours from Miami, Fla. Although it is a British possession, it is the most fashionable American resort of the West Indies, for there are sumptuous hotels, splendid drives, sea bathing, shooting, fishing and outdoor sports of all kinds, besides a beautiful climate, with abundant sunshine. The natural attractions are the sea gardens,— beautiful islets of coral formation,— the highly phosphorescent Waterloo Lake, called by the natives the "lake of fire," and the caves. Altogether, Nassau is one of the most agreeable places on the face of the earth for a short or a long sojourn.

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MEXICO.

A Four Weeks' Tour in Mexico.

Monterey, the capital of the state of Nuevo Leon, is a good center to start from on a tour through Mexico, and is reached in about thirty-eight hours and a half by train de luxe from St. Louis, Mo., and in about thirty-six hours from New Orleans.

1st day. **Monterey** is the most important manufacturing city in northern Mexico. Its chief industries are largely connected with mining. Its population is about 70,000.

2d day. *3d* " **Tampico** (321 miles from Monterey) is situated at the mouth of the Panuco River, and is an important port of the republic, only six miles from the Gulf of Mexico, at La Barra. Several lines of steamers connect the port with Cuba and the United States.

4th day. *5th* " **San Luis Potosi** (275 miles by rail from Tampico). The railroad journey from Tampico to San Luis Potosi is a remarkable one. The line passes over the Choy cave, so that the stream flowing 205 feet below can be seen. As the train ascends the grade, a fine view of the beautiful cascades of Abra de los Caballeros is obtained, and at the foot of the mountain the Tamasopo Cañon is passed through to the beautiful valleys of Cardenas and San Ysidro. San Luis Potosi is a busy place of 75,000 inhabitants, who are chiefly interested in the silver mines in the neighboring San Pedro Mountains. In the Plaza there is a fine statue of Hidaljo, the Mexican patriot.

6th day. **Querétaro** (159 miles by rail from San Luis Potosi), one of the most charming cities in Mexico, with a population of about 47,000. Here

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Emperor Maximilian, after a prolonged siege by the republican forces, was taken prisoner and condemned to be shot, together with Generals Miramon and Mejia, in June, 1867; and here the treaty of peace between Mexico and the United States was ratified by the Mexican Congress in 1848.

7th day. *8th* " *9th* " *10th* " *11th* " **Mexico City,** the ancient Tenochtitlan of the Aztecs, which was taken by Cortez in 1521, is to-day a large and handsome city with nearly half a million inhabitants. It stands in a valley 7,350 feet above sea-level, and enjoys a delightful climate with its magnificent situation. The places to visit are numerous and interesting. Among them are the Floating Garden, the Castle at Chapultepec, the Sanctuary at Guadalupe, the Cathedral, the National Museum and the National Picture Gallery of San Carlos. A delightful excursion is by rail to **Cuernavaca,** 9,898 feet above sea-level, the country residence of Cortez. The view, from the summit, of the valley of Mexico is one of the finest in the world. The ruins at **Teposteco** can be visited from **Parque.**

12th day. *13th* " Leave the City of Mexico by night sleeper for Cordoba. Arrive Cordoba early in the morning, and return by morning train for Pueblo. The railroad journey from Cordoba, on the tropical plains, to the high plateau is one of magnificent grandeur, the line passing near to **Mount Orizaba** and affording views of Popocatepetl and Ixtaccihuatl.

14th day. **Pueblo,** the picturesque capital of the state of the same name, with a population of about 90,000. Seven miles from the city by tram-car is the ancient pyramid of **Cholula.** From the summit a fine view is obtained of **Mount Popocatepetl** (17,780 feet), **Ixtaccihuatl** (16,060 feet) and **Orizaba** (18,314 feet). The ancient city of

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Oaxaca and the ruins of **Mitla** are best visited from Pueblo. Oaxaca is about twelve hours distant, on the Mexican Southern Railroad, and is the present terminus of the projected Pan-American Railroad. Cortez caused himself to be created Duke of Oaxaca. The ruins of Mitla are five hours by stage from Oaxaca.

15th day. Leave Pueblo by morning train for Santa Ana, thence by tram for **Tlaxcala,** the ancient capital city of the republic by whose aid Cortez was able to vanquish Montezuma. The museum contains many interesting relics of the Aztecs. Leave same afternoon for City of Mexico.

16th day. Leave City of Mexico by night Pullman train
17th " for **Guadalajara** (381 miles), one of the richest and most progressive of Mexican cities, with a population of over 100,000. It is a beautiful city, well laid out, and has been called the Florence of Mexico. A short distance from the city is **Lake Chapala.**

18th day. Leave Guadalajara by rail for Marfil (nine hours and a half), thence by tram for **Guanajuato,** which was founded by the Spaniards in 1554, and has produced since then more than a billion dollars in silver. It occupies a narrow ravine hemmed in by high cliffs, and possesses a theater which cost a million dollars and twenty years' labor. The principal show-place of the city, however, is the cemetery, where the dead are deposited with and without coffins, and after remaining under earth a short time are removed to the catacombs (which can also be visited), to make room for the next.

19th day. Leave Guanajuato for **Aguas Calientes** (nine
20th " hours by rail from Marfil, 305 miles), which, as its name implies, is noted for its hot baths,

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also for its Mexican drawn-work, which is in great demand by lady travelers.

21st day. **Zacatecas** (seventy-five miles by rail from Aguas Calientes), 8,044 feet above sea-level, celebrated for the enormous output of silver from the mines in its vicinity. It is an interesting old-world place. A short distance from the city is Guadalupe, best known for its splendid cathedral. Travelers wishing to return to the United States by **Eagle Pass** had better avail themselves of the through sleeping-car from Zacatecas to St. Louis via Torreon, Eagle Pass and San Antonio (time about sixty-eight hours).

22d day. **Chihuahua** (561 miles from Zacatecas by rail),
23d " the capital of the state of the same name; with a population of 30,000, and the center of an immense stock-raising and mineral-producing district. The cathedral, a magnificent structure, was built from the proceeds of a special tax levied upon the product of the famous Santa Eulalia silver mine, which is located about fifteen miles south of the city. The city is also noted as the place where Hidalgo, the father of Mexican independence, was shot in 1811. It was also bombarded in 1866 by the French. Travelers wishing to proceed to California, or to the Grand Cañon of Arizona, travel via El Paso and the Southern Pacific Railroad, or by the Santa Fé route.

A Month's Voyage to Cuba and Mexico.

1st day. Leave **New York** by Ward Line steamer via Nassau, for Santiago de Cuba, a voyage of nine days.

5th day. Arrive **Nassau,** New Providence, Bahama Islands, one of the most popular West India

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winter resorts, with magnificent hotels, drives and the best of sea bathing.

9th day. Arrive **Santiago de Cuba,** the oldest city in the West Indies, having been founded by Velasquez in 1514. The principal interest, however, is centered in the harbor, of which the entrance is only six hundred yards wide, flanked by frowning precipices crowned with forts, which protected the Spanish Admiral Cervera from Admiral Sampson's blockading fleet. Across this entrance Lieutenant Hobson performed the heroic act of sinking the "Merrimac," but brave Cervera refused to be shut in, and, like a true sailor, came out to fight and to meet certain defeat. Back of the city is San Juan Hill, scene of the only field fight of consequence in the Spanish-American war of 1898.

10th day. Leave Santiago by rail for Havana, a distance of 540 miles (time, twenty-five hours). This journey will give the traveler a good idea of one of the most fertile countries in the world, the line passing through forests of mahogany, cedar, lignum-vitæ, ebony and other hardwood trees. The parana and guinea grasses, covering most of the open spaces and standing from six to twelve feet high, testify to the wonderful fertility of the soil.

11th day. At **Havana,** the Paris of the West Indies, and,
12th " thanks to American enterprise in recent scien-
13th " tific sanitary work, now one of the healthiest
14th " cities in the world. In the Cathedral once reposed the remains of Columbus. The streets, shops and theaters are thronged with a cosmopolitan populace. The harbor is of special interest to Americans as being the scene of the blowing up of the U.S. battleship "Maine," early in 1898.

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15th day. Leave Havana by steamer for Vera Cruz, stopping at Progreso en route.

17th day. Arrive **Progreso,** Yucatan. The steamer stops here from six to twenty-four hours, according to the amount of cargo to be landed or taken on. If the detention approaches a whole day (and it sometimes does), the traveler has time to take rail to the capital, **Merida,** twenty-six miles distant, and see something of the Mayan ruins.

19th day. Arrive at **Vera Cruz,** Mexico, the "city of the true cross," the first Spanish city in America, founded by Cortez, and now a thriving commercial city of 30,000 inhabitants.

20th day. Leave Vera Cruz for the **City of Mexico** by the Mexican Railroad, via Orizaba and Cordoba (distance 339 miles, time fourteen hours). This is one of the finest railroad rides in the world, ascending a grade of over 7,000 feet to the Mexican Plateau and affording magnificent mountain views, the line passing within a few miles of **Mount Orizaba.**

21st day. In the **City of Mexico,** one of the most magnifi-
22d " cently situated cities in the world, at an altitude
23d " of 7,350 feet above sea-level. Population, 370,-
24th " 000. From the towers of the Cathedral nearly
25th " 200 feet high, a grand view of the valley is
26th " enjoyed, including the snow-capped peaks of
27th " the extinct volcanoes, **Popocatepetl** and **Ixtaccihuatl.** The Cathedral is one of the noblest and most sumptuously decorated of the churches on this continent. Other sights are the Castle of Chapultepec, Guadalupe, the Floating Gardens, etc. A two days' excursion should be taken by rail to Cortez's old summer palace at **Cuernavaca,** one of the most delightful spots in the country.

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28th day. Leave Mexico City for Pueblo, 129 miles, six hours by rail.

29th day. **Pueblo,** founded in 1531 by the Spaniards, to-day ranks fourth city in the republic, with a population of about 40,000, although still preserving many of its old Spanish characteristics. The Cathedral is richly adorned with onyx, and has many fine paintings. About six miles out by tram is the famous pyramid of **Cholula.** On the summit is a church, dedicated to the Virgin. The view includes **Popocatepetl** (17,780 feet), **Ixtaccihuatl** (16,060 feet) and **Orizaba** (18,314 feet). Travelers wishing to visit the interesting ruins of **Mitla** proceed to the ancient city of **Oaxaca,** twelve hours by rail, thence five hours by stage. At least four days should be allowed for the trip. This will, of course, shorten the stay in the City of Mexico.

30th day. Leave Pueblo by morning train for Vera Cruz, via Oriental and Jalapa. The women of Jalapa are notable for their beauty.

31st day. Leave Vera Cruz for New York by steamer, via Progreso and Havana.

33d day. Arrive Progreso.

36th day. Arrive Havana.

39th day. Arrive **New York.** Travelers not pressed for time would do well to stop over at Havana for two or three days and take one of the large local Ward Line boats from Havana to New York.

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SOUTH AMERICA.

A Four Months' Tour,

INCLUDING BRAZIL, URUGUAY, ARGENTINE, THE TRANSANDINE RAILROAD, CHILI, BOLIVIA, PERU, ECUADOR AND THE STRAITS OF MAGELLAN.

Pernambuco, the first port made in South America by steamers from the north or east, can be reached in fourteen days from Southampton and about the same from New York. The voyage from England is a particularly beautiful one, stops being made at Vigo, Lisbon, and at either Madeira and St. Vincent, or Teneriffe. The city is situated at the mouth of the Biberibe River, five hundred miles south of the equator, and is protected by a coral reef which extends some four hundred miles along the coast. Opposite Pernambuco it rises six feet above high-water mark, and runs parallel to the front street of the city, at a distance from it of about a third of a mile. A wide opening in the reef at the northern end of the town makes the entrance to the harbor. Ocean steamers have to land their passengers from the open roadstead in small boats, consequently landing is no small matter, both as an experience and in expense. The town is divided in a rather peculiar manner into three distinct parts: Recife, on a narrow peninsula, is the business section; Boa Vista, on the river shore, is the residential quarter; and San Antonio is on an island in the river. All are, however, connected by iron bridges. The house-fronts in the various sections of the town are brilliantly colored,— yellow, blue, white and pink. The city is often called the Venice of Brazil, on account of its numerous waterways. The view of the town and harbor to be had from some parts of Olinda is very fine, especially when a storm is raging out at sea, when the breakers dash against the reef, sending the spray fifty feet into the air.

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Bahia is the next port of call, twenty-six hours to the south, and is admirably situated on elevated ground at the entrance to All-Saints Bay. Like Quebec, the town is divided into the lower and the upper town, and these are connected by a large hydraulic elevator, the enterprise of an energetic Yankee. Bahia was the first place of settlement by English traders on this coast, and was the capital of Brazil until 1763, when the government headquarters were transferred to Rio de Janeiro. It used to be a great whaling center, but now its chief industry is the manufacture of artificial flowers from the choicest feathers of the most brilliant-plumaged birds. Its diamond market is far famed. The largest diamond yet discovered came from Brazil, and is known as the Braganza. It is still in the rough, weighs over a pound troy, and is valued at an unpurchasable price, even by the world's richest men.

Rio de Janeiro is reached in three days' sail from Bahia. It is the capital of Brazil and the largest city in South America, with a population of over half a million. Cape Frio is situated in latitude 22° 59′ south, longitude 41° 57′ west, on which line there is no magnetic variation. The voyager here enters the most superb harbor in the world, containing fifty square miles of good anchorage. "Few natural spectacles can equal the grand contour of this famous bay," says that world-wide traveler, Maturin M. Ballou. The most prominent features are the Sugar-Loaf and the verdure-clad hills of Gloria, Theresa and Castello, behind which extend ranges of steep, everlasting mountains, one line beyond another, until lost among the clouds. The city contains many large and commodious public buildings and elegant residences, the latter generally of a half-Moorish type of architecture. The Bank of Brazil occupies a building elaborately constructed of hammered granite, and is the most superb example of masonry in the country. The Public Library, containing upwards of 200,000 volumes, is conducted on most elaborate principles and contains many priceless Spanish and Portuguese manuscripts.

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The Cathedral is a large and showy edifice surrounded by narrow streets, which prevent a satisfactory view.

The most popular church in Rio is undoubtedly that which crowns the Gloria Hill, called the Igreja da Gloria do Onterio, which overlooks the bay and commands a remarkably fine outlook. The principal streets, which are very narrow, are Rua Direita, where are located the bankers and brokers; Rua de Ouvidor, where the best stores and shops are found; and Rua dos Ourives, where the display of fine jewelry, diamonds and other precious stones reminds one of the Rue de la Paix of Paris.

A delightful excursion can be made to the summit of Corcovado, which looms over the beautiful Botafogo Bay to the height of 2,275 feet. The ascent is made by cog railroad. The view from the summit of the Hunchback takes in a bird's-eye view of the harbor and surroundings. A charming suburb is Nictheroy, situated across the bay. Behind Corcovado, between the mountains and the sea, are the botanical gardens, best reached by a delightful drive along the shore of Botafogo Bay. These gardens are among the finest in the world, and have an avenue of royal palms about 350 yards in length. Petropolis, the fashionable summer resort of the citizens of Rio, is situated in the Organ Mountains about thirty miles from the metropolis, and was a favorite resort of Dom Pedro II, who had a summer palace there.

Montevideo, the capital of Uruguay, is situated on the estuary of the Rio de la Plata, about five days' sail from Santos or Rio. The city is finely located on a rocky promontory jutting out into the estuary, and is a cool and pleasant place even in summer, extreme heat or cold being unknown. There are a few handsome buildings in the city. The Cathedral, with its lofty dome and towers, dominates the Plaza Constitution, while the fine marble façade of the Uruguay Club adds to the beauty of the plaza. The Paseo del Molino is the fashionable part of the town, while the Calle del Diezischavo de Julio (named after the anniversary of the Uruguayan declaration of independence), a broad, tree-lined avenue, is con-

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sidered one of the finest boulevards in South America. The Campo Santo reminds one of Genoa and other Italian cities, and is crowded with elaborate tombs and monuments. In Montevideo one is apt to meet that proverbial anomaly, a beggar on horseback.

Buenos Ayres, the thriving capital of the Argentine Republic, is situated on the opposite bank of the Plata from Montevideo, at a distance of about 150 miles. Unlike almost all of the South American cities, there is no mountain range behind or surrounding the city. From it there is a continuous plain stretching for nearly eight hundred miles to the foot-hills of the Andes. It is a comparatively modern city, and has been appropriately called the Chicago of the southern continent. The city is well supplied with street cars, which are enormously patronized. Plaza Victoria is the central point, to which eight or ten streets converge. On this square are the Government House, the Palace of Justice, and the Cathedral. The latter is an enormous building in the Grecian style, and is capable of containing ten thousand persons. At Palermo, a short distance from the city, there is a magnificent park, covering between eight and nine hundred acres.

Transandine Railroad from Buenos Ayres to Valparaiso.

According to the present schedule, the through connecting train across the Andes leaves Buenos Ayres (Retiro) in the morning, three times a week, and is a train de luxe in every sense of the word. The first part of the route is made by the Buenos Ayres & Pacific Railroad to Villa Mercedes, thence the Great Western Railroad to Mendoza, a distance of 650 miles in about twenty hours. The country passed through is the famous **Pampas,** a wonderful wheat-growing country, as the enormous shipments of grain en route testify. The railroad is one of

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the straightest lines in the world, running from Vedia to Mackenna, 175 miles, in an absolutely direct line.

At **Mendoza,** 650 miles from Buenos Ayres, a change is made in the morning to the **Transandine Railroad,** narrow gauge, which follows the Mendoza Valley into the heart of the Cordillera. At Cacheuta, twenty-three miles from Mendoza (4,085 feet), there are thermal and sulphur springs; and a few miles farther on, comes in view the **Cerro de Plata** (Silver Range), one of the subsidiary ranges of the Andes, about 16,400 feet in height. Before reaching Rio Blanco the railroad passes enormous heaps of detritus, which constitute the lower slopes of the Andine valleys. The coloring of the rocks at this point forms a most remarkable panorama of vivid color. After passing the Rio Blanco one should look to the right as the train regains the Mendoza Valley, where the variety in color and shades of color in the strata is simply astounding. As the train leaves Punta de las Vacas a distant view can be obtained of the peak of **Tupungato,** an extinct volcano 21,451 feet in height; and a short distance farther on, **Los Penitentes** (12,658 feet) is passed.

At Puente del Inca (8,924 feet), reached about noon, there is good hotel accommodation, and the traveler would do well to stop here a day or two, so as to enjoy the unparalleled scenery. Here is the natural bridge crossing the Mendoza, and a short distance on is the valley of Los Horcones, commanding a magnificent view of **Aconcagua,** the loftiest mountain in the Western Hemisphere and one of the highest peaks in the world, rising 23,393 feet and recently scaled, for the first time, by some members of Mr. Fitzgerald's expedition.

Las Cuevas, the terminus of the narrow-gauge railroad, is reached in about an hour from Puente del Inca. Here stage is taken for crossing the Divide. The summit pass, **La Cumbre** (12,796 feet), is marked by a colossal bronze figure of **Christ,** a fitting monument to commemorate the treaty of peace and disarmament of Argentine and Chili. On the Chilian side of the pass a fine view is obtained of the Cerro de los Leones, and a rapid descent

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is made to the Laguna del Inca (9,022 feet), and the valley of the Aconcagua River. At Juncal the narrow gauge is resumed in the late afternoon, passing through a grand gorge and crossing the river at Salto de Soldalo (the Soldier's Leap). Los Andes is reached in time for dinner. Here the broad gauge is resumed, and **Santiago,** the capital of Chili and of the province of Santiago, is reached at about 10 P.M. Santiago was founded by one of Pizarro's captains in 1541, and now contains more than a quarter of a million inhabitants. It is one of the most imposing of South American cities, having many noble buildings, handsome open squares, streets well paved, artistic monumental works, fountains and other attractive street decorations. From the city the view towards the Andes is unobstructed, and embraces one of the most majestic displays of mountain scenery in the world. The House of Congress and the Cathedral are amongst the most striking buildings on the continent.

Valparaiso, located on many hills, fronted by a semi-circular bay and backed by a crescent-shaped mountain range over which looms mighty Aconcagua, somewhat justifies its name of Vale of Paradise. Valparaiso is the headquarters of the nitrate trade, which is controlled by English capitalists. In fact, the majority of people doing business in Valparaiso are English, and English is the principal language spoken. To make the Briton feel more at home, there are public houses with English signs, such as the King's Arms, Royal Oak, Red Lion, etc.; besides, the principal street is called Calle Victoria. On August 16, 1906, the city was damaged by an earthquake and fire to the extent of five hundred million Chilian dollars. About four hundred miles from Valparaiso is the island of Juan Fernandez, on which, with all his effects, Alexander Selkirk, the supposed original of Defoe's Robinson Crusoe, was landed from a privateer, there remaining in solitude for more than four years. There is frequent communication between the island and the city.

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BOLIVIA.

Four days' sail from Valparaiso is **Antofagasta,** Chili, from which port there is the narrowest of narrow-gauge railroads, crossing the Occidental Cordilleras to Ororo, Bolivia, 575 miles. This will soon be extended to **Lake Titicaca,** and will command magnificent views of **Mount Sorata** (21,490 feet) and the **Illimani** (21,190 feet). Lake Titicaca is about a hundred miles long, 12,540 feet above the sea-level. From Lake Titicaca the railroad runs to the prehistoric city of **Tiahuanaco** and to **Alta la Paz,** where an electric railway descends to the city of **La Paz,** the highest capital city in the world. Eventually the railroad will be extended south across Bolivia, to connect with the Central Northern of Argentine at Tupiza. From the lake the rail again crosses the Cordilleras at an altitude of 14,800 feet to the Desert of Islay (famous for its moving sand crescents, one of the most remarkable natural phenomena of the world), and on to **Mollendo,** a small seaport of Peru. From this port steamers leave for Callao, Peru, three days' sail.

PERU.

Callao, the port of Lima, the capital of Peru, presents a pleasing picture, backed by the ancient city of Lima with the Andes in the distance. The present town is comparatively modern, as the old city formerly stood on a tongue of land opposite, but was submerged by the earthquake of 1746, when nearly four thousand of the inhabitants perished. In calm weather one can row a boat over the site of the old city, and see the ruins in the water below.

The chief export of Peru is of course cinchona bark, better known as Peruvian bark, from which is obtained the alkaloid, quinine. Here one can see that curious animal, the llama, used as a beast of burden. The city of **Lima,** the capital of Peru, is six miles from Callao,

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with which it is connected by railroad. Lima has much to remind one of a Moorish city. It was founded by Pizarro in 1535, and here he was assassinated in 1541. Lima suffered pretty roughly at the hands of the Chilians in the late war. The population in 1903 was 30,000. The history of the city reads like a terrible nightmare. The cathedral, built about 1540 by Pizarro from spoils of the Incas' temples, cost a fabulous amount, and contains the remains of its founder. The city is laid out in rectangular form, the central point being the Plaza Mayor. Here are the palace and government offices, the bishop's palace and the cathedral, the town hall and senate-house. In the Plazuela de la Independence still stands the old Palace of the Inquisition. The University of Lima was the first seat of the higher education established in the New World. About twenty miles south of Lima are ruins of the prehistoric Temple of Pachacamac, which is supposed to have been destroyed by the Incas, and from which treasure was taken by Pizarro.

The railroad from Lima to Oroya, built across the Andes by Henry Meiggs and his Lieutenant Malinowski, is still considered one of the engineering wonders of the age, and culminates in the Galera Tunnel, 15,565 feet above sea-level. Sometime the line will be extended so as to follow the ancient Incas' highway over the summit of the Cordilleras to Quito, Ecuador, in the north, and to Lake Titicaca in the south; but at present it is only a dream of the Pan-American Railway enthusiasts.

ECUADOR.

Guayaquil (the chief port of the republic) is five days' sail northerly from Callao. The railroad to **Quito,** the capital, is another wonder of engineering skill. The scenery is perhaps the finest in South America, and includes **Mount Chimborazo** (20,498 feet) and **Mount Cotopaxi** (19,613 feet), the rail actually climbing **Mount Pistichi** at an elevation of 10,648 feet.

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From Guayaquil, **Panama** is reached by steamer in five days. The rail across the isthmus to Colon is about forty-four miles. From Colon to **New York** by steamer is about ten days, and **Southampton,** England, is reached in nineteen days by the Royal Mail Steam Packet Company.

Travelers desiring to proceed to Europe from Valparaiso will find fine steamers to England and to the Continent, via the Straits of Magellan, the voyage occupying about thirty-two days. Talcahuano, Chili, is the first port of call, being a great coaling station. It is about seven miles from **Concepcion,** the one-time capital of the country. Should the traveler prefer, he can go from Valparaiso to Concepcion via Santiago, by railway through the Central Valley of Chili, and connect with the steamer at Talcahuano. Fire, flood, earthquake and the ravages of war have made Concepcion an interesting city. The Arancanian Indians wiped out the early city again and again, and are still an unconquered people. In 1835 the city was laid in ruins by an earthquake, followed by an overwhelming tidal wave. In fact, earthquakes are of such frequent occurrence that little notice is taken of them here, and in spite of them Concepcion is a growing city.

The voyage through the **Straits of Magellan,** named after the intrepid Portuguese navigator who forced the passage in 1520, is a unique experience to the world traveler. The entrance at the Pacific end is marked by Cape Pillar, and is only about a mile in width. On the starboard is Terra del Fuego (Land of Fire), and, on the port side, Patagonia — both dreary, uninviting countries inhabited by uncivilized and fierce aborigines who are apparently oblivious to the cold and sleet. The passage is an intricate waterway less than four hundred miles in length, and of varying widths. Steamers generally take about thirty-six hours in making the passage.

At the Pacific end **Mount Sarmiento** is conspicuous (about 7,000 feet in height, and covered with snow), from which descend a score or so of miniature glaciers,

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making it an impressive sight. About half-way through the strait is **Punta Arenas** (Sandy Point), the most southerly town in the world, which has some 1,500 inhabitants of mixed races and nationalities. The Atlantic end of the straits is about twenty miles across, having Cape Espiritu Santo on the starboard side and Cape Vergins on the port. From the Straits of Magellan the voyage is continued to Rio de Janeiro, and thence back to Europe or America, taking about thirty-two days from Valparaiso to Liverpool by direct steamer.

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AUSTRALASIA

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AUSTRALIA.

A Six Weeks' Tour,

INCLUDING NEW SOUTH WALES, QUEENSLAND, VICTORIA, TASMANIA AND WESTERN AUSTRALIA.

1st day. **Sydney,** the capital of the British colony of
2d " **New South Wales** (which has an area of 310,367
3d " miles), has most attractive surroundings, and
4th " the tourist can well spend a week or ten days
5th " in enjoying them. Its beautiful harbor, Port
6th " Jackson, having 188 miles of coast line, is world
7th " famous. The city itself has two fine parks,—the Botanical Gardens and Stanwell Park. A hundred miles to the north lies Newcastle, the second city and the largest mineral center in the colony. The railroad thither crosses the celebrated Hawkesbury River by the largest bridge on the southern continent. To the south are Botany Bay, Port Hacking, Bulli Pass and the Illawarra and Cambawarra Mountain districts, abounding in tropical scenery and picturesque waterfalls. To the west are the Blue Mountains, full of romantic scenery. All these resorts can easily be reached by rail or motor car. The chief tourist attractions of the colony are its wonderful caves, namely: the **Jenolan Caves,** reached by rail to Mount Victoria in the Blue Mountains, thence by stage; the **Wombeyan Caves** in the Southern Mountains, reached by rail to Bowral, eighty-one miles, thence by stage, forty-three miles; and the **Yarrangobilly Caves** in the Monaro district, reached by rail to Cooma, 266 miles, and thence by stage via Kiandra.

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8th day. **Brisbane,** the capital of **Queensland,** is about
9th " five hundred miles north of Sydney, and can be
10th " reached in about twenty-eight hours by rail or
11th " forty hours by steamer. It is situated on More-
12th " ton Bay, and is the center of a rich mining
13th " region. The tropical climate of Queensland per-
14th " mits the cultivation of pineapples, arrowroot, bananas, coffee, mangoes, sugar-cane and cotton, the latter being long and of the best staple. In the neighborhood of Darling Downs are the immense sheep "runs," which crown wool as "king" in Queensland. Darling Downs consist of broad, undulating, grass-covered steppes. Warwick, the principal town of the Downs, is reached by rail in a few hours from Brisbane. Queensland is the only one of the Australian colonies where the aborigines are still an element of the population worth taking into account. The great Barrier Reef of Australia (a coral formation a thousand miles in length) belongs entirely to Queensland, extending along its coast from Port Brown to Torres Straits, the average distance from the shore being about sixty miles.

15th day. **Melbourne,** on the Yarra, is the capital of the
16th " colony of **Victoria** (which is the southeastern
17th " portion of the continent and has an area of
18th " 87,884 square miles), and may be considered the
19th " Chicago of the Southern Hemisphere. It is 586
20th " miles by rail from Sydney, taking seventeen
21st " hours. The city was first laid out in 1837, is one of the handsomest in the world and has now a population of over half a million. It is located at the head of the greatest of harbors, Port Phillip Bay, whose narrow and well-fortified entrance lies forty miles south of the city. Victoria is supremely rich not only in agricultural resources, but in the auriferous strata which have made Melbourne the "City of the Golden

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Fleece." Visitors should bear in mind that the Australians are a sport-loving people, and in order to appreciate the fact they should arrange to be in Melbourne during **"Cup Week,"** when the Melbourne Cup is run for on the Flemington race-course, early in November. This is the carnival of Australia, and there is usually an attendance of about 100,000 people on the course on "Cup Day." Besides that of Flemington, there is the Caulfield course, which may be said to be the Ascot of Australia. A short distance from Melbourne are the cities of Ballarat and Bendigo, formerly two of the most wonderful gold-mining camps in the world, now transformed into handsome cities, and still centers of gold-mining activity. A railroad journey of a hundred miles or so due east from Melbourne brings the traveler to Gippsland, where are to be seen immense trees exceeding in height even those of California. In this picturesque lake district some of the wild life of Australia can be seen, including kangaroos, lyre-birds, cockatoos, parrots and that extraordinary bird, the laughing-jackass. The Black's Spur, about fifty miles from Melbourne, also celebrated for its big trees and fine mountain scenery, can be visited in one day from Melbourne.

TASMANIA.

For an outing the Melbournite usually goes to the island colony of Tasmania, in earlier days known as Van Diemen's Land. New turbine steamers now make the trip south across Bass Strait, from Melbourne to Launceston, in seventeen hours; and from Launceston express trains land the traveler at Hobart, the capital, in less than six hours. Launceston is about forty miles from the mouth of the Tamar, the voyage up which river is one of great beauty.

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22d day. At **Launceston** carriage drives can be enjoyed
23d " to Corra Linn, Rosevear, Perth, Dilston, Long-
24th " ford and Cataract Gorge. From Hobart coaches
25th " run to Huon, the apple-land of the island, where
26th " there are seen immense gum-trees; also to the
27th " Lakes, Mount Bischoff, Brown's River, Risdon
28th " and Derwent Valley.

The good roads in Tasmania offer attractions to cyclists and motorists, and the numerous picturesque resorts make the island a delightful place for a sojourn of a week or two.

SOUTH AUSTRALIA.

29th day. **Adelaide,** the capital of South Australia, is
30th " about five hundred miles by rail from Melbourne,
31st " or thirty-six hours by steamer. The city pre-
32d " sents a fine picture, lying as it does in an amphi-
33d " theater of wooded hills, and is the center of an
34th " agricultural and pastoral country. It is an ele-
35th " gant city, with a noble University, Parliament
36th " Houses, and other government buildings. The streets are broad and well laid out, and the city is surrounded with parks, forming a magnificent drive eight or ten miles long. The botanical gardens cover 130 acres, and have a museum of economic botany. Among the native trees of Australia can here be seen that curious specimen, the bottle-tree, which has the remarkable property of storing up water in its hollow trunk.

WESTERN AUSTRALIA.

An extension of this tour for another seventeen days could be made to include western Australia. Steamers leave Adelaide for Albany, where there is rail connection to Perth, Fremantle and the gold-fields. Coastal

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steamers also leave Adelaide and Albany for Fremantle twice a week. Eight days could be comfortably spent in visits to the famous Kalgoorlie gold-fields, and to the caves in the Busselton district.

Perth, the capital of western Australia, is picturesquely situated on the Swan River, thirty minutes' rail journey from Fremantle. It is a handsomely laid-out city of about 50,000 inhabitants. There are handsome government buildings and a fine park, with water frontage and an excellent zoölogical garden.

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NEW ZEALAND.

November to April are the best months in which to visit New Zealand, and the tour should be made from north to south, as in this direction the scenery increases in grandeur till it culminates in the magnificence of the west coast sounds. For those who have traveled half-way round the world, two months in this country, as the following itinerary will show, are none too long in which to include a tour of the principal scenic attractions, and even then much remains unvisited. Auckland is reached in four days from Sydney, New South Wales, the Oceanic Line from San Francisco being at present discontinued.

A Nine Weeks' Tour through Both Islands.

NORTH ISLAND.

1st day. **Auckland,** the largest city in New Zealand,
2d " with a population of about 75,000, is situated on
3d " the shores of Waitemata Harbor, the approach
4th " to which is one of great beauty. Points of inter-
5th " est in the city are the museums of Polynesian
6th " curios, art galleries, library and parks, while out-
7th " side, Mount Eden (640 feet) commands one of
8th " the finest and most extensive views in the world.
9th " There are numerous harbor excursions, while
10th " drives to the Titirangi ranges and to Waita Rerei and Nihotapu Falls afford en route the sight of some splendid kauri trees and majestic tree-ferns, over one hundred feet in height. As resting places for a day or two, the hot springs at Waiwera and Waingaro are worth a visit. From Whangarei, eight hours and a half by steamer from Auckland, excursions can be made into the

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great kauri forest, one tree of which is estimated to be five thousand years old, also to the great **Wairua Falls,** the Niagara of New Zealand. An interesting extension of this trip is one which embraces the magnificent harbor scenery of Whangaroa and Mongonui, a five days' return trip from Auckland.

11th day. Leave Auckland by morning rail, through interesting pastoral country, for Okoroire Hot Springs.

12th day. At **Okoroire.** Five hundred baths are available, while to the trout fisher abundant sport is afforded. A fine drive of thirty miles through magnificent bush brings the traveler to Rotorua.

13th day. At **Rotorua.** The official center of the ther-
14th " mal wonderland, and together with the Maori
15th " villages of Ohinemutu and **Whakarewarewa,**
16th " forming the gateway to a district 150 miles in
17th " length and at least 25 miles in width, a maze of hot springs, steaming caldrons, spouting geysers, hissing sulphurous fumaroles, various hazed boiling lakelets, mud volcanoes, etc.

18th day. Leave Rotorua by coach for the buried village of Wairoa, launch across Lakes Tarawera and the hot Lake Rotomahana, the site of the lost pink and white terraces, thence walk to the great **Waimangu Geyser,** once the king of the district, which threw up black ashes and boiling water amid the roar of an inferno, from 500 to 1,000 feet, presenting a sight without parallel in the world; from the Waimangu Geyser proceed by coach to Waiotapu.

19th day. **Waiotapu Valley** was the principal site of the eruption of June, 1886, which destroyed the pink and white terraces on Lake Rotomahana. The surrounding ash-fields give a good idea of the widespread desolation caused by the eruption

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In the valley are the Sulphur Falls, the great Mud Volcano, the Boiling Lake, the Champagne Pool, etc.

20th day. **Wairakei** (twenty-eight miles by coach from
21st " Waiotapu, four hours and a half). **Geyser Cañon,** lying between precipitous banks ranging from sixty to one hundred feet in height, beautifully wooded and carpeted with the choicest ferns and mosses, fairly teems with hot springs and geysers. Of these the Champagne Caldron is an enormous boiling caldron seventy feet in diameter, and in a perpetual state of ebullition. The great **Wairakei** is an energetic, although intermittent, geyser of great volume. Another wonder is the famous Karapiti, a great steam-valve known as the Devil's Trumpet, and looked upon as the safety-valve of the thermal district. Nature, however, fairly excels herself in the **Aratiatia Rapids,** a mass of foaming beauty.

22d day. Leave Wairakei by coach via Huka Falls and
23d " Rapids for **Taupo** (six miles), situated on a magnificent sheet of water of that name, dominated by the mountains Tongariro, Ngauruhoe and Ruapehu. Ngauruhoe is the only active volcano in New Zealand, while on the top of Ruapehu, surrounded on all sides by snow, is a boiling lake. At Taupo see Crow's Nest Geyser, Paddle Wheel Ben and other varieties of thermal phenomena.

24th day. Leave Taupo by steamer across the lake for Tokaano at the base of the volcanoes; thence by stage, forty-four miles, to Waiouru.

25th day. Leave Waiouru by coach for Pipiriki (eight hours, forty miles), a small settlement of Europeans and Maoris on the banks of the Wanganui River.

26th day. Excursion to the upper reaches of the **Wanganui River;** the scenery here is of a magnificent

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character, the river flowing between cliffs one hundred to five hundred feet high, fringed with graceful ferns and mosses down to the water's edge.

27th day. Leave Pipiriki by steamer for Wanganui (six hours, fifty-eight miles). The **Wanganui River** is the Rhine of New Zealand, its associations abounding in song and story of the Maori wars, and like the German Rhine, fought for by the patriotic natives against the white invaders. The scenery of its banks is of great beauty, and is now navigable to Tawmaranui, the present terminus of the railway from Wellington.

28th day. **Wellington** (seven hours and a half by rail
29th " from Wanganui), the empire city of New Zea-
30th " land, and the seat of government, with a population, including suburbs, of about 50,000. It is situated at the head of Port Nicholson, a fine and commodious harbor. A beautiful drive is the Queen's Drive and Island Bay, and there are numerous harbor excursions to Day's Bay, Seatoun, Karaka and Worser Bay.

SOUTH ISLAND.

31st day. Leave Wellington by steamer across Cook Strait and up the beautiful Queen Charlotte Sound, for Picton (about five hours' journey); leave Picton by rail for Blenheim (about one hour).

32d day. Leave Blenheim by coach for Nelson, seventy-eight miles through the famous **Rai Valley,** crossing the range at the Rai Saddle, one of the finest drives in New Zealand.

33d day. Leave Nelson by rail for Motupiko, passing through the lovely Waimea plains, the hop-gardens of New Zealand. At Motupiko (thirty-

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three miles) stage is taken to Longford via **Hope Saddle Summit;** the view of the mountain ranges is magnificent, many of them being snow-clad the greater part of the year.

34th day. Leave Longford by coach for Westport (fifty miles). Soon after leaving Longford the Giant in Slumber, a piece of nature's sculpturing, is seen. The scenery is fine all the way to Lyell, and from Inangahua Junction to Westport via **Buller Gorge** the road is most remarkable. In several places it is a mere groove cut out of the face of the cliff, which rises perpendicularly out of the river, covered with a rich mantle of the choicest ferns and greenery.

35th day. Return from Westport via Buller Gorge to Reefton (forty-nine miles), the center of an extensive quartz gold-field.

36th day. Leave Reefton by rail via Greymouth for Hokitika, the picturesque capital of Westland County, commanding a fine view of Mount Cook (12,349 feet) and Mount Tasman (11,473 feet).

37th day. Excursions from Hokitika to **Lakes Kanieri** and **Mahinapua,** perfect gems surrounded by noble mountains, the waters producing most wonderful mirrorlike reflections.

38th day. Kumara (fourteen miles by rail from Hokitika) is a thriving mining town, at one time the center of the largest hydraulic mining systems in the world.

39th day. The drive from Kumara to Bealey through the famous **Otira Gorge** is one long to be remembered. The road follows the tortuous course of the mountain torrent, scales the sides of the ranges and zigzags through snow-capped, rugged country of the wildest description and awful grandeur.

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40th day. From Bealey the stage route is continued to
41st " Springfield, and the afternoon train caught for
42d " Christchurch. **Christchurch,** the "city of the plains," is the second city in the colony, with a population of 57,000, and is situated on the River Avon, eight miles from the coast. It is a beautiful English city with parks, gardens, two splendid cathedrals, and charming residences on all sides. The surrounding country, the Canterbury plains, is the richest and most fully developed land in New Zealand.

43d day. Leave Christchurch by train for Fairlie via Timaru (six hours and a half).

44th day. Leave Fairlie by stage for Pukaki, an easy day's journey through country of no special interest.

45th day. **Mount Cook** (Aorangi), "the cloud piercer"
46th " (12,349 feet), is reached by stage from Pukaki,
47th " the road affording views of the most magnificent Alpine scenery, including several glaciers. Among the latter is the great **Tasman,** one of the largest of its kind in either hemisphere, outside the polar regions, being eighteen miles long and two miles wide. The **Hochstetter,** a tributary glacier, descends into the valley of the Tasman in a magnificent cataract of broken ice, 4,000 feet high and over a mile wide. From the Hermitage, the government hotel, the Hooker and Muller glaciers are immediately accessible, even for ladies, while thundering down from Mount Sefton avalanches can be seen continually.

48th day. Return from Mount Cook to Pukaki.

49th day. By stage from Pukaki to Omarama (thirty-two miles).

50th day. Stage from Omarama to Pembroke (sixty miles) through open country and extensive sheep stations.

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51st day. **Pembroke** is situated on Lake Wanaka, a beautiful piece of water, well wooded and containing many islands. A steamer makes a daily round of all the principal attractions.

52d day. *53d* " *54th* " **Queenstown,** on Lake Wakatipu, is reached by stage from Pembroke (forty-two miles). The scenery is grand and varied; numerous excursions can be made both on the lake and to the mountains, notably to Glenorchy at the head of the lake.

55th day. Leave Queenstown by steamer for Kingston, thence by rail for Lumsden.

56th day. Leave Lumsden by stage for **Lake Te Anau,** the largest of the southern lakes, covering 132 square miles, and surrounded by mountains covered with dense forests right up to the snow line.

57th day. Leave Te Anau Hotel by steamer for the head of the lake, thence by foot up the **Grand Cañon of the Clinton** ("greater Yosemite"), where cloud-piercing, snowy peak after peak comes into view; this walking tour overland to Milford Sound is without doubt the most magnificent stretch of scenery in the whole length and breadth of the country. The valley is ascended by easy grades to McKinnon Pass, thence to the top of the Saddle (3,500 feet), from which point is one of the most magnificent Alpine scenes in the world. A descent is now made to Beech Huts and **Sutherland Falls** (1,904 feet), thence by boat on Lake Ada to Milford Sound.

58th day. *59th* " **Milford Sound** is the crowning glory of this south sea wonderland. Castle Rock, in this vicinity, is a single shaft of black, polished granite, symmetrical as a pyramid, rising out of a deep, wild gorge without a break or blemish for more than a mile and a quarter in vertical height.

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60th day. Return from Milford by same route to Lake Te Anau.

61st day. By stage to Manapouri, a couple of hours' drive.

62d day. Excursions on **Lake Manapouri,** without doubt
63d " the most beautiful of the southern lakes, covering an area of fifty square miles, delightfully broken up by numerous islands and arms running in all directions. The lake is entirely surrounded by mountains rising to 7,500 feet above sea-level.

64th day. Return from Lake Manapouri to Lumsden by stage (fifty-five miles), and thence by rail to Invercargill, a town of 10,000 inhabitants, and connected by rail (eighteen miles) with **Bluff,** from which point steamer can be taken to any point north, or by weekly service with Melbourne (Australia), via Hobart.

NOTE.— Owing to the varying in time-table of stage connections throughout this trip, *two months*, at least, should be reserved for the above comprehensive tour of New Zealand, to see the varied and charming scenic resorts embraced in the itinerary to advantage.

North Island.—A Two Weeks' Tour from Auckland to Wellington.

1st day. **Auckland.** The former capital of the North Island, one of the chief ports of the colony, is a handsome town. It is so fortunately located as to have the advantage of two good harbors, and its climate is delightful. Leave by rail for Okoroire (five hours and a half), where are hot springs, a sanitarium, an opportunity for a plunge in the cool river, trout fishing and good hotel accommodation.

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2d day. **Rotorua.** By coach in six hours or rail in two hours, from Okoroire. The view overlooking Lake Rotorua shortly after leaving the bush is a striking and beautiful one, and as Rotorua at the southern end of the lake is neared, the columns of steam rising on every side announce our arrival in the New Zealand wonderland.

3d day. **Whakarewarewa,** the Maori village of Rotorua on the banks of the Puarenga Creek, is the center of the geyser district, and all its wonders are well represented here, within easy access.

4th day. Excursion from Rotorua across the lake to Hamurana and to **Lake Roto Iti,** returning by coach via Tikitere.

5th day. Leave Rotorua by coach for Wairoa; launch, across Lake Tarawera to Rotomahana (site of the once beautiful pink and white terraces); to **Waimangu Geyser,** once king of the district, throwing up ashes and a cloud of steam from 500 to 1,000 feet, in the form of a magnificent cathedral. Coach from the geyser to Waiotapu across ash-fields, the result of the great 1886 eruption. At Waiotapu are the Sulphur Falls, the great Mud Crater, the Boiling Lake and Champagne Pool.

6th day. Leave Waiotapu by coach for Wairakei (twenty-eight miles, four hours and a half).

7th day. Excursion from Wairakei to the **Geyser Valley,** teeming with geysers, craters, hot mud-holes, pools and streams. The principal sights are the Champagne Caldron, the great **Wairakei Geyser,** Karapiti, the great Steam Hammer, the Whistler, and the beautiful **Aratiatia Rapids,** about three miles and a half down the Waikato River.

8th day. Leave Wairakei by coach via Huka Falls and

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Rapids, for **Taupo Spa** (fifty-four miles), a pleasant resting place. Visit the Crow's Nest.

9th day. Leave Taupo by steamer for Tokaano (three hours), from which place ascents can be made of Mounts Tongariro and Ngaruhoe. From Tokaano take coach to **Waiouru** (forty-four miles).

10th day. Leave Waiouru by coach for Pipiriki (nine hours, forty-four miles).

11th day. Excursion from Pipiriki to the upper reaches of the **Wanganui River,** and return.

12th day. Leave Pipiriki by steamer for Wanganui (six hours, fifty-eight miles), via the Wanganui River, the **Rhine of New Zealand,** flowing between beetling cliffs and precipitous banks, and abounding in song and story of the Maori wars.

13th day. Leave Wanganui by rail for Wellington (seven hours and a half).

14th day. **Wellington,** the capital of the colony, with a population of about 50,000, is splendidly located at the end of a lakelike harbor. The Parliament buildings and the museum are worth visiting, as are also the botanical gardens; and an afternoon may be pleasantly spent in a walk to the summit of Mount Victoria.

South Island.—A Three Weeks' Tour from Nelson to Bluff.

1st day. Leave Wellington by steamer for **Nelson,** across Cook Strait and through the celebrated **French Pass,** a narrow channel through which the tide rushes at a great pace.

2d day. Leave Nelson by train through the lovely Waimea plains for Motupiko (thirty-three miles); thence by stage to Longford, across **Hope Saddle**

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and Hope River. The mountain scenery en route is magnificent.

3d day. Leave Longford by stage for Westport (fifty miles). The scenery along the banks of the Buller River is beautiful, and from Inangahua Junction to Westport, through the **Buller Gorge,** it is grand.

4th day. Return from Westport, via Buller Gorge, to Reefton.

5th day. Leave Reefton by rail for Otira; thence through the famous **Otira Gorge** for Bealey, one of the most romantic drives in either island.

6th day. Leave Bealey by coach for Springfield; thence by rail for **Christchurch.**

7th day. Leave Christchurch by train for Fairlie (six hours and a half).

8th day. Leave Fairlie by coach for Pukaki.

9th day. Leave Pukaki by stage for Mount Cook (Aorangi), 12,349 feet.

10th day. At **Mount Cook Hermitage,** enjoying one of the most magnificent Alpine views in the world.

11th day. Return from Mount Cook by stage to Pukaki.

12th day. Return from Pukaki by stage to Fairlie.

13th day. Rail from Fairlie to **Dunedin,** the finely built chief town of the provincial district of Otago, with a population of 52,000. It is the principal commercial place in the colony.

14th day. Leave Dunedin by rail for Lumsden.

15th day. Leave Lumsden by stage for **Lake Te Anau** (fifty-two miles), largest of the southern lakes, covering 132 square miles.

16th day. Leave Te Anau Hotel by steamer for head of the lake; thence on foot up the **Grand Cañon of**

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the Clinton, across McKinnon Pass to the top of the Saddle (3,500 feet), and descend to Beech Huts and Sutherland Falls (1,904 feet); thence by boat on Lake Ada to Milford Sound.

17th day. **Milford Sound,** the crowned beauty spot of both islands.

18th day. Return to Te Anau by the same route.

19th day. Stage to **Lake Manapouri,** loveliest of the southern lakes, dotted with islands and surrounded by mountains.

20th day. At **Lake Manapouri.**

21st day. Leave Lake Manapouri by stage for Lumsden; thence by rail for Invercargill, a thriving town of 10,000 inhabitants, connected with the seaport of **Bluff,** where steamer can be taken for Australia.

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THE PACIFIC ISLANDS.

A voyage through the Pacific islands is one of such romantic beauty as to have tempted many a sailor to desert his ship and kin, and make a new home in one of the groups of coral-reefed islands. To realize such freedom of life under supposed ideal conditions, it will be remembered, a majority of the crew of an English frigate once mutinied, sent captain and officers adrift in an open boat, and navigated the ship to Tahiti. The story of "The Mutiny of the Bounty" refers to one of the most interesting and romantic episodes in the history of the British navy. Of the twenty-five mutineers, sixteen remained in Tahiti; nine others, six months after their arrival in Tahiti, concluded to find a safer retreat and sailed off in the ship, taking with them their Polynesian wives, to lonely Pitcairn Island; and to this day the island is peopled by the descendants of these mutineers, a quiet, respectable and religious community. The mutiny occurred in April, 1789. On the 14th of the following June, Captain Bligh and his loyal boat's crew (nineteen in all), after a voyage of 3,618 miles without a chart, reached Timor Island, off the coast of Java,—half dead from long exposure and short provisions.

A Winter's Trip from San Francisco,

INCLUDING TAHITI, THE MARQUESAS, THE PAUMOTUS, AUCKLAND (NEW ZEALAND), THE FRIENDLY, SAMOAN, FIJIAN AND HAWAIIAN ISLANDS, AND BACK TO SAN FRANCISCO.

The Oceanic Steamship Company's steamer leaves San Francisco every month direct for **Tahiti,** the chief island of the Society group, the distance being 3,658 miles and

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the voyage taking about twelve days. The islands belong to France, and are of volcanic origin. The chief town is **Papeete,** from which many delightful excursions can be made in and around the island. There are many waterfalls, one of which leaps eight hundred feet at a bound.

Robert Louis Stevenson spent several months at Pari, where the scenery is beautiful; and the French author, Pierre Loti, contracted one of his romantic marriages here, and made it a theme of one of his books. The French government steamer leaves Papeete periodically for Nuka-hiva, the chief of the **Marquesas Islands,** which are also French possessions.

The inhabitants of the Marquesas group are a tall and handsome race, strong and active. Formerly they were great cannibals, but since their ancient customs and amusements have been restricted, they appear to have little or no desire to live, and their numbers are gradually decreasing. A favorite axiom with them is, "The coral waxes, the palm-tree flourishes, but man perishes."

A very different race is that of the Paumotans, the inhabitants of the Low Archipelago, also belonging to France. These appear to have embraced the new order of things, are thrifty and are not decreasing in numbers, although their islands are low atolls, and navigation among them is exceedingly hazardous.

At the present writing, the only way to reach the other Pacific islands from Tahiti is by way of Auckland, New Zealand, to which port there is a monthly steamer. From Auckland there is a local steamer to Sydney, leaving about every month via the Friendly, Samoan and Fijian Islands. From the latter islands the Canadian Pacific steamers leave for Honolulu.

The **Tonga** or **Friendly Islands** form an interesting group, composed of Vavao Island, the Haapai group and Tongatabu Island, governed independently, under British protection. The island of Vavao is mountainous and romantically beautiful, and is the theme of one of Byron's poems. The chief town is situated in an

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orange grove. A delightful excursion is to the Liku, which commands a magnificent view of the hundred islands of Haafalu Hao, and to Matangi, or Cave of the Winds; but the chief show-place is the submarine cave of Hunga, which is the cave of Byron's "Island."

The shores of the Haapai group are flat and coral-reefed, but a chain of volcanoes traverses the Tongan group from north to south, and new islands are being constantly formed. The islands were first discovered by Schonten and Lemaire in 1616, and Captain Cook was lavishly entertained by King Maelinaki in 1777, hence their name of Friendly Islands; but a change for the worse took place through intercourse with the warlike Fijians, the Tongans became cannibals and for years the islands were torn with revolution. In 1789 Captain Bligh, marooned from "The Bounty," attempted to land on one of the islands, but was repulsed and his quartermaster killed. The population seems to have stood the brunt of *civilization* fairly well, and numbers to-day about the same as when visited by Captain Cook.

Pago Pago, or **Pango Pango,** as it is sometimes called, is situated on the island of Tutuila of the **Samoan** group, first discovered by Jacob Roggewein, a Dutch navigator, in 1722, and visited by La Perouse in 1787, when a massacre occurred in which his first officer and twelve of the crew were killed.

Tutuila is a lovely island, with lofty mountains and deep valleys. The harbor of Pango Pango is a fine one, landlocked except at its entrance. Eighty miles' sail from Tutuila is the island of Upolu, the pearl of the group, with a chain of mountains running its whole length. The chief port is Apia, which was the scene of a terrible cyclone on March 16, 1889, when six American and German warships were wrecked, besides a number of merchantmen and small craft. The British warship "Calliope" was saved by putting to sea in the face of the storm, a wonderful feat of expert navigation which undoubtedly saved the ship and its crew.

The **Fijian Archipelago** consists of some two hundred

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islands, with a total area of about 5,000 square miles. The largest island is Viti Levu, which is mountainous, eighty miles long by about sixty miles its greatest breadth. On this island is situated the chief town of Suva, where the Canadian Pacific steamers call. The old capital of Levuka is situated on the small island of Ovalan, about half a dozen miles from Viti Levu.

The next largest island is Vanua Levu, but owing to the absence of roads, traveling on the islands themselves is next to impossible, the popular routes being the beach roads. The most practicable trip is a walk around the island of Ovalan, which can be done in a couple of days. The scenery is charming, and a sail among the islands most tempting, but there are many contingencies to be considered, such as poor facilities as to boats and crew, and the deadly coral reefs. The Fijians are a fine race physically, and are ex-cannibals of the worst kind, the remains of hemispherical ovens, found all over the islands, telling of horrible feasts. New Englanders will feel at home on seeing a Mount Washington (2,600 feet) on the island of Kandavu.

The **Hawaiian Islands,** annexed by the United States in 1898, are possibly the most enjoyable of all the Pacific islands, on account of their superior facilities for transportation and the tourist's accommodation, to say nothing of the delicious climate. They were known to the Spanish navigators of the sixteenth century, and Captain Cook thoroughly explored them in 1778.

The island of **Oahu,** on which is located the city of **Honolulu,** the port touched at by all Pacific liners from Fiji, Samoa, Yokohama, San Francisco and Vancouver, has an area of 530 miles, and a population of about 60,000. Honolulu is a delightful city, and is within easy distance of some of the finest scenery on the island. Within the city limits are the craters of two extinct volcanoes, the Punch Bowl and Diamond Head, while the magnificent cliffs of Nuuano Pali, the scene of the defeat of the Oahu army by Emperor Kamehameha I, are only six miles distant, and are approached by a fine driveway.

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Another delightful excursion is by railroad along the shores of Pearl Harbor, or by electrics through Kapiolani Park to Waikiki Beach, where surf bathing *a la* Hawaii can be enjoyed.

The island of **Molokai** is the first sighted by steamers from San Francisco, and its port of Kaunakakai is fifty-two miles from Honolulu. Some of the grandest scenery of the entire group is to be found on this island. The leper hospital is situated on the peninsula of Kalaupapa, practically inaccessible from the rest of the island.

Kahului, on the island of **Maui,** is eighty-seven miles from Honolulu. From it railroad communication can be made into the interior. There are two mountains on the island, Mount Ecke at the western end being nearly 6,000 feet high, while Haleakala at the eastern end is 10,300 feet high, and has on its summit the largest extinct crater known, being twenty miles in circumference with an area of nineteen square miles. The scenery of the Iao Valley back of Wailuku, reached by railroad, is very fine.

Hawaii, the largest island, with an area of 4,210 square miles, from a tourist point of view is the gem of the group. The town of Hilo is 229 miles from Honolulu, and about a week from San Francisco by direct steamer. It is beautifully situated on the bay. Within a mile of the town are the Rainbow Falls, and two miles farther on is the great Cave of Kaumana. An auto ride can be taken to Onomea, where a natural archway of rock protrudes into the sea. The three mountains on the island are Mauna Kea (13,805 feet), Mauna Loa (13,675 feet) and Hualalai (8,275 feet). On the slope of Mauna Loa is the volcano of Kilauea, which is reached by railroad to Olaa, where stage connection is made to the Volcano Hotel. The intrepid navigator, Captain Cook, was killed at Kealakakua Bay in 1778, and a monument marks the spot. The other islands of the group are Kauai, Niihau, Lanai and Kahoolawe, all of which can be reached by steamer from Honolulu.

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From Hong Kong to Australia, via Manila.

There are several steamer lines between Hong Kong and Australia, taking about twenty-one days, and they all touch at **Manila** (625 miles from Hong Kong), the capital of the island of Luzon, the largest of the Philippines, with an area of 41,000 square miles. The island of **Mindanao** has an area of 37,500 square miles. They are of volcanic origin, and on the island of Mindanao is the volcano of Apo, at an estimated height of 10,000 feet. On the island of Luzon is the active Volcano Mayon (8,200 feet), a perfect cone, in constant activity, its last eruption having occurred in 1888. About thirty-five miles south of Manila in the midst of a fresh-water lake is Taal, which in 1754, after an eruption continuing six months, blew its head off, and now stands less than 900 feet in height, the lowest active volcano in the world.

The population of the Philippines is very mixed, the original inhabitants having been the Negritos, who gave place to the Malays. The fierce, warlike Moros are supposed to have come from the Mussulmen of Borneo, and have their headquarters on the islands of Sulu, where the sultan exercises despotic power from his new capital at Mayburn. Magellan, the Portuguese navigator, was killed by a poisoned arrow on one of these islands, on his return from circumnavigating the world in 1521.

Manila Bay, with a circumference of 120 nautical miles, was the scene of Commodore Dewey's victory over the Spanish fleet, off Cavité. The six American warships, led by Admiral Dewey's flagship "Olympia," steamed around twice, in a circle, and Admiral Montojo's flagship "Reina Christina" and nine others were sunk or burned, and numerous small boats captured. The Americans did not lose a man, while but seven were wounded. Admiral Dewey, after cabling President McKinley, "I have executed your orders," cut the cable.

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From Hong Kong to Australia,

OR VICE VERSA, VIA FRIEDRICH-WILHELMS HAFEN (NEW GUINEA), HERBERTSHOHE (NEW BRITAIN) AND BRISBANE.

The North German Lloyd's have a steamer about once every six weeks between Japan, Hong Kong and Sydney, the voyage taking twenty-three days from Hong Kong. The chief port of call is at Herbertshohe, New Britain. The Bismarck Archipelago belongs to Germany. Blanche Bay, on which the settlement of Herbertshohe is located, is a paradise for the naturalist, and is the home and breeding place of the nautilus. The island of New Britain is of volcanic origin and of unimproved savagery, and few of the white people have penetrated more than a dozen miles inland.

From Sydney, N.S.W., to Singapore,

VIA THURSDAY ISLAND, MACASSAR, SOURABAYA, SAMARANG AND BATAVIA, DUTCH WEST INDIES.

This trip is performed about once a month by the Burns Philips Island Line of steamers. The first port of call is Thursday Island, in the Torres Straits between Australia and New Guinea, then at Macassar, the chief town of the Celebes, a Dutch possession with a native sultan, who lives at Goa, a short distance from Macassar. Sourabaya, the second port on the island of Java, is the next port touched at, and the traveler, in order to see more of this wonderful island, should disembark here and take the rail overland to Batavia, and rejoin the steamer there.

New Caledonia.

New Caledonia, visited by Captain Cook on his voyage around the world in 1774, is reached by a steamer from

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Sydney. The island is about two hundred miles long, with an average breadth of thirty miles. The ranges of hills which traverse the island vary from a thousand to three thousand feet, and are barren in appearance, although rich in metals. The nickel country extends about sixty miles, and the headquarters of the mines are at Kauala, on the opposite side of the island to Noumea, where is located the French penal settlement.

Gilbert and Marshall Islands.

There is a monthly steamer from Sydney to the Gilbert and Marshall Islands, touching at Vila, New Hebrides. The Gilberts are under British protection, and have their own king or kings, and being located in latitude 0° 11′ 0″ N., longitude 173° 39′ 20″ E., might appropriately be called by the more poetical name of Break o' Day Islands, for here the day commences. They are nothing but coral reefs, and have been called, under old King Tembinok, who ruled with a rifle, "a paradise of naked women," for here the "risky ridi" is the fashionable attire for ladies. But let not the traveler think that the proprieties are neglected, for it is a capital offense here to take liberties with ladies, and there are the graves of a dozen or more white men, which bear witness that the handsome Gilbertines have fierce guardians.

The Solomon Islands and New Guinea.

The Burns Philips Island Line have interesting cruises from Sydney to the western Pacific islands, visiting numerous ports of call in the Solomon and Shortland Islands, British New Guinea, New Britain, New Hebrides, Bank and Santa Cruz groups, Lord Howe and Norfolk Islands, thus affording an excellent opportunity of seeing much island life at a minimum cost. The steamers leave every few weeks, and the voyages take from six to eight weeks.

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A Sea Voyage.

Including South Africa, New Zealand and South America.

For the traveler who wishes a long sea voyage covering several months, the Shaw, Savill and Albion Line from London to New Zealand, out by the Cape of Good Hope and returning via Cape Horn and Rio de Janeiro, offers an excellent opportunity.

The steamers are large 10,000- to 12,000-ton boats, and the round-trip voyage by the same steamer takes four months, including a month's stay in New Zealand. A week after leaving London the peak at Teneriffe, Canary Islands (12,182 feet), is sighted, and in three weeks Cape Town, South Africa, is reached, where by transhipping to the next steamer a month's stay in the Cape Colonies can be made, so as to include a visit to the Victoria Falls, the diamond mines at Kimberley and the gold-mines of Johannesburg, as well as the battle-fields of the late Boer war.

The next stop is at Hobart, Tasmania, and thence on to New Zealand, forty-six days from London, where the steamer generally stops a month, visiting the different ports, and thus affording the traveler an opportunity for thoroughly seeing these wonderful islands.

The return voyage is made round Cape Horn to Rio de Janeiro, possibly the most beautiful harbor in the world. The steamer usually stops there twelve hours, giving time to visit the botanical gardens and Corcovado Mountain. From Rio the steamer makes a straight course to Teneriffe, thence to Plymouth and London, thus accomplishing a voyage of 25,412 nautical miles around the world.

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The Tour Around the World.

It is getting to be more and more the fashion to spend the five or six winter months in making a tour around the world, by which is meant visiting Japan, China, Ceylon, India and Egypt.

There are two ways of doing this. One, perhaps the most popular, is to leave the Pacific Coast early in autumn, so as to be in Japan when the foliage there is turning, and during "chrysanthemum time." The other plan is to travel eastward in midwinter; so as to be there during the spring, "cherry-blossom time," or up to the beginning of June; but in either case India must be visited from December to March.

There is no more delightful way of spending six months than in making this tour, for the traveler has continuous changes of place, people and scenery. A month can be spent among the charming and refined Japanese; two or three weeks in China, whose intensely industrious and now observant millions are fast coming to the front; a fortnight in the beautiful island of Ceylon; and six weeks, or a month, in wonderfully interesting India.

The advantage of going westward is that the tour brings the traveler to Egypt in good time to take the Nile trip, and to Palestine, the Levant and Italy during the spring months, consequently to northern Europe during the summer; the eastbound trip brings the traveler back to America in the early summer, and this is the proper season to visit the Yosemite Valley and Yellowstone Park.

The tour around the world is not expensive, as traveling goes nowadays. £500, or $2,500, will cover the bulk of the cost of the trip during, say, six months — partly on account of so much of the distance being by water travel, and partly from the inexpensive rates charged at the hotels in Eastern countries. Of course these hotels

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do not provide the modern comforts and luxuries to which the traveler is accustomed in American and European hotels, but to adapt one's self to the customs of each country is the secret for thorough enjoyment of travel. Another thing the traveler should bear in mind, in making this tour, and that is the matter of dress. It is the custom in tropical countries for a man to wear a white duck suit during the day, and at night a dinner suit. This rule holds good on land and sea, and unless it is complied with, especially as to evening dress, the traveler will soon feel himself out of place. The same rule applies to ladies, bearing in mind that the principal recreation among Europeans in the East Indies, during the evening, is dining and dancing. Many of the hotels are furnished with ballrooms, and the evening "hops" on the steamer's deck are a regular thing.

The men whom European countries send out to represent them in their colonies are generally the flower of the nation, consequently they will always be found well-bred, intelligent and interesting. England will permit no indigent persons of British nationality to live in India, as to do so would impair her reputation among the native population.

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